THOUSANDS THRILLED BY ARRIVAL OF CRAFT AFTER ONE-HOUR TRIP 8-7-16 Threatening Skies Overhead PLANE TOUR TROPHY Walter Beach in Trayel-Air

as 25 Airships Take Off at Detroit for 2,600-Mile Reliability Flight.

HOOVER REPRESENTED

Leave Ground at Intervals of One Minute: Buhl-Verville Airster First to Leave for Kalamazoo.

DETROIT Aug. 7 .- (LP)-A day hat opened with every promise of perfect flying weather turned cloudy and threatening as the second annual commercial airplane reliability tour got under way shortly before 10 a. m. at the Ford airport here. Low-hanging storm clouds swept in from the northwest as the 25 planes lined up for start of the 2,600-mile airgrind that will take them into 10

first plane out, a Buhl Erville biplane was checked at 9:46. It was piloted by Louis G. Meister. Other planes followed at one minute intervals, with a brief pause after every fifth plane had

leared the field. were at the airport more than two hours and a half before start of the tour, when Sergeant Charles M. Wiseley, of Selfridge field, Mt. Clemens, hopped off in an army plane with Ray Collins, traveling eferee for the tour. Wiseley, who accompanied the Detroit arctic expedition to Alaska, flew a Curtis)-1, considered one of the fastest ships in existence. He expected to make Kalamazoo, the first stop, in

ess than an hour. Major Thomas G. Lanphier, comof Selfridge field, led a group of three pursuit ships from is command, which will accompany the tour as far as St. Paul. Secretary of Commerce Herber Hoover will be represented on the tour by Ernest Greenwood who will be a nassenger abound the Ford three-motor monoplane entry, and Arthur Halsted, a passen-

OFFER \$7,000 TROPHY lared winner of the tour and will e awarded a 'leg' of the \$7.000 Edsel Ford prize. The owner winning the tour three times in sucression will have permanent pos-

ession of the trophy. The planes, after leaving Kalalazoo, are scheduled to proceed to Chicago and after a visit there, are to fly to the following cities in their respective order—Milwaukee, St. Paul. Des Moines. Lincoln. Wichita, Kansas City, Moline, Ill. Indianapolis, Cincinnati, Cleveland, Fort Wayne, and Detroit.



The silver trophy, the gift of Edsel Ford, will go to the winner of the airplane reliability tour.

36 OFFICERS DIRECT TRAFFIC AT AIRPORT

Thirty-six city, county and state deputies and policemen, under the direction of Sheriff Jerome S. Borden and Lieutenant E. J. Demary of the state police, went on duty at the Indian Fields Airport and along the highways leading to the airport, at 9:00 Saturday morn. ing, prepared to direct traffic and to keep the highways open.

This was the largest corps of officers ever placed on duty at one time to direct traffic in Kalamazoo County roads. With expectations of a record crowd at the airport and with traffic congestion almost certain to result, Sheriff Borden and Lieutenant Demary called into use all available officers and special. deputies, with orders that the men remain on duty until the airport celebration is ended

and the traffic back to normal. Co-operating with the officers are Boy Scouts who are stationed at the airport to direct the parking of automobiles. A large corps of officers are on duty at the airport, while the state policemen on motorcycles are patrolling the highways both north and south of the

aviation field.

Walter Beach in Travel-Air Here, Just 60 Minutes Charles Planck, Detroit Free Press After Hopping Off.

EXHIBITION POSTPONED

Twelve Sky Cruisers at Municipal Airport at 11:30; Tour Will Take Airmen About Two Weeks

Thousands waiting at the Kalamazoo Airport got their first glimpse of the tour ships when Walter Beach piloting a Travel-air crossed the line at 10:46, just one hour after the first ship had left the field at the start. This came in two minutes ahead of the Buhl Verbille, piloted by Louis G. Meister which was the first to start. It was twelve minutes later when the Stinson, piloted by Eddie Stinson himself, dean of pilots arrived

The Ryan monoplane from Sar Diego, Calif., was the fourth and was one minute behind Stinson At 11:30 twelve planes had arrived at the airport. Three of these being army planes

10,000 ON FIELD.

Crowds began gathering at the funicipal Airport as soon as the field was opened at 8:30 Saturday morning and by 10:00 it was estimated that more than 10,000 peole were on the grounds.

Delay in the arrival of the U. S. Army planes expected from Selfridge field early in the morning, made waiting tedlous, but the announcement at 9:46 that the first plane had hopped off from the Ford Airport at Dearborn, and that the others were leaving at intervals of one minute, served to encourage the watchers whe kept their eyes trained on the east, anxious for the first glimpse of sengers. he leading plane.

POSTPONE EXHIBITION. At 10:45 when the army planes nad not arrived, it was announced

hat the exhibition flying would be postponed until after the departure of the tour ships in the fternoon. It had been planned to stage a program of exhibition flights in the early morning for the

entertainment of the spectators. During the long wait the crowd was entertained by news announcements and humorous comment through the microphone by Ralph J. Andrews, Jackson, who is Michigan representative for the Sangamo Electric Company, and is well known over the Middle West as an announcer. The loud speak-er arrangement at the field was installed by L. A. Williams, and

in addition to the announcements.

Mysterio music was broadcasted at intervals, from the instrument which Mr. Williams recently per

FIRST PLANE ARRIVES.
The first visiting plane, although not officially identified with the alter Beach in Travel-Air dier 1900. It was a Buhl-Verbill dier of Pilots to Land Henry DuPont, the owner, and aboard was Henry DuPont, the owner, and tour, arrived from Detroit shortly representative on the tour. Th Airster made the trip from Detroi in one hour and 15 minutes. They left ahead of the start of the found

DEDICATION AT 1:30. Three features of interest are scheduled for the afternoon: At 1:30 the Municipal Airpor will be formally dedicated. Mayor George K. Taylor making the dedication address.

At 2:30 the contesting ships will begin hopping off for the second leg of their 2.490-mile grind. At 3:30 the U. S. Army airplanes from Selfridge field will give a special exhibition of battle forma

tions and an altitude race. The dedication exercises will h simple, but will be given a touch of sentiment by the use of the headquarters flag of the late Col. Joe Westnedge, who died over sees, after going through the World war with the Kalamazoo and Michigan boys. The flag will be raised to the top of the 60-foot pole which has been erected at the landing field, as a part of the dedication ceremonies

Three aerial bomb salutes, one minute apart, will announce the departure of the first ship on its way to the Maywood flying fieldthe control point for the Chicago stop. The planes will leave at one-minute intervals, and the entire attention of the crowds will be directed to the take-offs, until all

ARMY PLANES HERE With the departure of the last contesting ship the army planes will begin an exhibition such as has never before been staged at the Kalamazoo field. There will be acrobatic and stunt flying, and battle formation drills that will serve to round out Kalamazoo's biggest aviation day,

During the late afternoon and early evening there will be opportunities for persons desiring to make flights to do so in a number of ships that will be on the field for the purpose of carrying pas-

Kalamazoo's reception of the tour ships was the climax of weeks careful, preparation during which officials of the Kalamazoo Airport Association, and volunteer committees have worked unceasingly to make possible a worthy demonstration for the occasion. The association donated \$1,000 toward the \$20,000 cash prize fund. and made many costly improvements at the field in order that it might be in shape for the landing of the planes

8-7-1926

TOUR A TEST OF PLANE WEATHER SERVICE BY U.S.

Forecasting for Aviators Being Tried Out on Re-Itability Trip.

By BEACH CONGER.

DETROIT, Aug. 7 .- The score of modern aeroplanes of all sizes from the giant three-motored Ford-Stout mogul to the baby Driggs of back-yard size, which hopped off Saturday morning on the first lan of the second annual commercial airplane reliability tour to Kalamazoo and Chicago will benefit this year from a special aeronautical weather service. This will furnish the pilots each morning before the start of the day's lan with a complete prognosis of the weather probabilities as affecting flying letting them know what winds and other climatological conditions they may count on for the day's flight and glying them warning betimes of dangerous storms which might make flying too dan

This service, arranged for this occasion only, is the forerunner and in a way the try-out for the aeronautical weather service which the federal government will establish this fall, with bureaus in 21 of the chief aviation centers, for

the benefit of the flying industry. 8-7-1926

CRASH ENDS TOUR IN BORROWED PLANE

NILES, Aug. 7.—(P)—While Willis Kysor and James R. Williams, reliability tour entries, in their Eagle Rock plane: were winging Saturday over their home field, the Niles Airways, which they operate, a biplane used by the airways for commercial flights and instruction purposes was wrecked in a tree below them by two youths who were attempting a little tour of their own.

Charged with taking and destroying property, James Rice, 18, Cassopolis, and Robert Arnold, 19, Niles, were arrested and later released on bonds.

Arnold, who had a few lessons in flying a year ago, took off with the wind instead of against it, and the plane crashed into a tree just as the vanguard of the Ford ships arrived overhead. Rice and Arnold escaped with scratches.

Wild Excitement Reigns as piloted by on 2.600-Mile Flight.

TINY DRIGGS ATTRACTION was one

Share Interest of Visitors the field was the government observation plane, aboard which with Huge Three-Engined Ford Monoplane, Un der Which it Nestles.

Fifteen thousand people watch Walter Beach complete the remarkable flight that won for the Travel Air he was piloting the hrat leg of the second annual Tour at the Municipal Airport Saturday. Beach was the first pilot to cross the finish line, jus ne hour and two minutes after he had hopped off at the Ford the fact that he carried an overload of 180 pounds, he had forged ahead of Louis G. Meister, flying Buhl Verville Airster, had drawn first position for the start and beat Meister to the Kalamazoo field by one minute Beach's plane was the Trave ir that visited the Kalamazoo field last week and created city

wide interest by sounding a loud siren during his flights. He came creaming into the finish Satur day morning with siren heralding his approach, and had effected a landing before the Buhl Verville Airster came into view or

WILD EXCITEMENT REIGNS From the moment the Travel Air loomed into vision in the east, until the last ship had landed at 11.52 the great crowds that filled the grandstand seats and lined the fence on the west side of the field were kept in a state of wild excitement. At one time six planes were visible in the air all maneuvering for positions that would enable them to cross the finish line for their official positions in the race. At other times when no plane would be in sight at such times all eyes were trained into the eastern sky, waiting for a first glimpse of a low shad-ow that would herald the approach of another ship.

There were 25 starters in the ace, which is to be contested over 2,924 miles for the Edsel B Ford \$7.000 trophy and \$20,000 in cash prizes. The last ship to reach the Kalamazoo field was a Hess, piloted by William Munn. Munn took off in the 24th position at the star

MEISTER IN SECOND Second place in the first leg ville Airster, who made the fligh in one hour, three minutes and 34 seconds. The Ryan took third place, Vance Breese piloting the ship over the finish line one hour, seven minutes and 56 sec-

onds after taking off.

prioted by Major R. W. Schroeder. The Ford plane carried a load of 1,500 pounds, against a capacity of two and one-half tons. Screaming Siren Heralds load of 1,500 pounds, against a capacity of two and one-half ions.

Approach of First Craft Schooler's time was one hour.

schroeder's time was one hour-leight minutes and 37 seconds.

Fifth place went to the Waco, with E. G. Knapp at the pilot wheel. The time for the Waco was one hour, 10 minutes and 34

REFEREE IN FIRST The first visiting ship to reach

was Captain Ray Collins, travelling referee of the tour. Ernest Greenwood, specialist observer for Secretary of Commerce Herbert Hoover, arrived shortly after 11:00 in the U. S. Army Douglas Transport-the ship that served as pathfinder for the tour. Green's wood expressed extreme gratification upon witnessing the crowd that had assembled at the airport to watch the arrival of the contesting planes. His mission on the tour is to gauge public interest in commercial aviation. The thrill of the day came with the arrival of the tiny Driggs monoplane, built and piloted by Jack Laass—the smallest plane in actual service. Laass brought his little 310-pound plane into a sensational dash over the line in 24th osition, looking for all the world like a sparrow trailing a flock of great birds of prey. And when spection, the little fellow was taxled up under the wing of the great multi-engined Ford, where it nestled as a baby chick would be sheltered under its mother's

These two shins the smallest plane in service and the largest passenger ship in America-were the center of attraction for the vast crowds that swooped down upon the parking line, when the last plane had been taxted into its anchorage.

The anxious thousands had been waiting, many of them for hours, and when the field was thrown open to permit inspection of the visiting planes they surged out on the grounds and spread themselves rapidly over the long line of ships that represented the foremost advances in aviation. and had a collective value of more than \$1,000,000. each of the visitors had its share of attention, the crowds were at all times , thickest around the great all-metal Ford ship, under the right wing of which the saucy

little Driggs was parked. The third ship to cross the line was the Stinson, piloted by Eddie Stinson, dean of pilots. The Stinson is a cabin plane with accommodations for four passengers, and the crowd gave the noted aviator a generous ovation as he dipped gracefully over the finish line in his original position-the third to take off and the third to land. Stinson had made an excellent flight for the first leg, but had failed to cut his flying time to a point where he could register among the fastest five.

THRILL AFTER THRILL.

The rapidity with which sensation followed sensation as the racing ships came over the line was duplicated three hours later when they began to take off for the second lap of the tour, and the Fourth place went to the giant last leg of the day. They left the the three-engined Ford monoplane, field in the reverse order of their pla

8-8-1926