

PILOTS AWAIT TOUR HOP-OFF

22 Fliers Ready to Take Air in Reliability Flight Saturday Morning.

With the expected arrival today at the Ford Airport of the remaining five airplanes entered in the second annual Commercial Airplane Reliability Tour for the Edsel B. Ford trophy and \$30,000 in prize money, 27 airplanes will be ready for the start of the tour at 9 o'clock Saturday morning.

When darkness fell last night 22 ships had reported. The beacon lights on the hangar and mooring tower were kept lit all night in event any ship might make a night flight.

The original entry list of 38 airplanes for the tour has been cut down to 27 due to withdrawals by manufacturers who were unable to finish their ships in time to have them here when the tour leaves.

However, in addition to the 27 commercial airplanes, five Army ships will accompany the planes. Three pursuit ships to be flown by Maj. Thomas G. Lanphier, commanding officer of Selfridge Field, and Lieuts. Victor Strahm and Thad Johnson, will fly only as far as St. Paul, but will make the intermediate stops at Kalamazoo, Chicago and Milwaukee. The other two Army ships will fly the entire route of 2,490 miles visiting the 14 cities on the tour itinerary. One of the ships is a Curtiss O-1 and will carry Ray Collins, travelling referee, and the other will be the Douglas transport used for the pathfinding trip.

EXPECTED TODAY.

The five ships expected today are the Stinson-Detroiter, made at Northville, the Hess made by the Hess Aircraft Co., at Wyandotte, from the Superior Aircraft Co., Detroit, a light messenger type plane entered by the Cole Aircraft Co., Cleveland, and a Sperry Messenger entered by the Houston Aerial Transport Co., Houston, Tex.

The Airport had all the appearances of a busy air line terminal yesterday with the ships flying in and out, while on the ground there was a series of reunions as each ship landed and was greeted by the earlier arrivals.

"Casey" Jones, veteran pilot of

the Curtiss Airplane & Motor Co., with his green striped vest and the signatures of several hundred airmen written on it, Brice "Goldie" Goldsborough of the Pioneer Instrument Co., Brooklyn, whose inventive genius made possible more and better airplane instruments, Henry Ogden, the round-the-world fliers, Richard H. Depew, Jr., of New York; Harold F. Pitcairn of Philadelphia, who donated the field for the air races at Philadelphia next month; Vance Breese, who flew the Ryan Air Line monoplane from San Diego carrying Andrew Hufford, who was the Wright engine man with the Detroit Arctic Expedition, and H. F. Alexander as passengers, and many others famous in aviation were on the airport.

READY FOR FLIGHT.

The ships now at the airport are: The Fairchild airplane entered by The Fairchild Airplane Mfg. Corp., Farmingdale, L. I., flown by Richard H. Depew, Jr., and carrying Frederick Weymouth, chief engineer of the company and C. M. Johnson, mechanic. This ship has folding wings to permit smaller hangar space and is powered with a 90 horse-power motor, capable of a high speed of 97 miles an hour with a full load.

Two Woodson sport and one express planes, entered by the Woodson Engineering Co., Bryan, O. The pilots are Phillip H. Downes, Russel Hosler and H. H. Gallup. O. L. Woodson, designer of the ship, was passenger.

The Orowing, an entry of the Pitcairn Aviation, Inc., Philadelphia, which is a two-passenger biplane, and the Fleetwing a five-passenger ship. Pitcairn flew the Orowing and James Ray the Fleetwing.

The Mercury-Arrow entered by the Aerial Service Corp., Hammondsport, N. Y. The pilot is H. C. Mummert who carried Joseph Meade, general manager of the company, and Clarence Love, mechanic. This ship was in last year's tour and finished close to the leaders.

FLEW FROM NEW YORK.

Casey Jones in his Curtiss Oriole who flew from Garden City, L. I., to Selfridge Field Tuesday and to the airport yesterday.

The Driggs Dart, a baby monoplane entered by the Driggs Aircraft Co., Dayton. J. H. Laass, flew the tiny craft from Dayton to the Airport, a distance of 220 miles in two hours and 20 minutes. The ship is powered with a two-cylinder Wright-Morehouse motor and has a top speed of 93 miles an hour. It has room only for the pilot, who sits in an enclosed cabin. The total weight of the ship is only 319 pounds. It has a wing span of 27 feet and is 19 feet long.

The Ryan M-1, a monoplane built and entered by the Ryan Air Lines, Inc., San Diego, Calif. Vance Breese piloted the ship and with him as passengers were J. B. Alexander and Andrew Hufford.

Three Travel-Air ships entered by the Travel-Air Mfg. Co., Wichita, Kas. The pilots are Walter Beech, general manager of the company; C. E. Clark and Lieut. C. S. Irvine. One of the ships is owned by Dr. J. A. Nowicki, 5056 Underwood avenue, Detroit.

ENTERS 2 PLANES.

Two Eagle Rock airplanes entered by the Alexander Aircraft Co., Denver, O. Two pilots, James R. Williams and Willis E. Kysor flew one of the ships and the other was flown by R. B. Rolando carrying M. J. McNany, vice-president of the firm as passenger.

A Super-Swallow entered by the Swallow Airplane Mfg. Co., Wichita, Kas. Claude Sterling is pilot.

Two Wacos entered by the Advance Aircraft Co., Troy, O. The pilots are Edward G. Knapp and John H. Livingston. A. R. Smith and Lionel Kitchen are the mechanics.

The Teal entered by the Babcock Airplane Co., Akron, O. The pilot was A. F. Everett and G. A. Babcock, designer of the ship, as passenger.

The Buhl-Verville made in Detroit with Louis G. Meister as pilot.

The two Ford entries, the three-motored and single-motor Stout all-metal ships. The three-motor will be flown by R. W. Schroeder, superintendent of the airport, and the single motor by LeRoy Manning the Ford pilot on the Detroit to Cleveland line.