

Ford Reliability Air Tour Attracts Interest At Each Landing Field, Says Pilot-Writer

National Air Tourists Reach Byrd Airport

(Continued From First Page.)

- Cessna, Steve Lacey, 8,733.
- Curtiss Thrush, Dale Jackson, 8,656.
- Ford, B. S. Warner, 8,520.
- Cessna, Stanley Stanton, 8,286.
- Fairchild, Richard Pears, 7,250.
- Great Lakes, C. W. Meyers, 7,140.
- Curtiss Thrush, J. L. McGrady, 6,966.
- Ryan, Russell Young, 6,788.
- Moth, Al Krapiah, 6,803.
- Lockheed, Willey Post, 6,659.
- Curtiss Robin, Forest O'Brine, 6,432.
- Curtiss Robin, W. Gentry Shelton, 5,970.
- Boling, Reuben Wagner, 5,957.
- American Eagle, May Hatzlip, 5,431.
- Moth, Frances Harrell, 5,334.
- Travellaire, Newman Wadlow, 4,503.

The scores of the remaining contestants were not calculated last night because of lack of information on other legs of the tour.

The method of scoring is somewhat involved. At the outset of the tour in Detroit, each plane established for itself a "merit figure." This merit figure was reached by scoring the items of the plane's performance—seconds necessary to take off after the throttle is opened, seconds necessary for full stop after wheels touch the ground in landing, amount of pay-load on trip, top speed attained, and cubic inch displacement of power plant.

The first of the twenty-nine contesting planes to arrive here yesterday was that piloted by Russell Young. He is flying a Ryan Monoplane with a Wright motor, and from the moment he was first discovered in the North-eastern sky, the air became alive with the feet circling and landing with neatness under the guidance of expert handling.

They were flagged into their places by Captain Hawks, who is one of the referees of the tour.

Included among the outstanding personages of the tour is Mr. and Mrs. Stamey Staunton, who are on their honeymoon. The youthful husband is piloting one of the competing planes. Another is William J. Crosswell, the pilot of the giant Curtiss Condor, which when it takes the air, weighs nine tons. Crosswell who is a regular transport pilot for the Curtiss Flying Service, was 25 years old a week ago today. He was graduated from Georgia Tech in 1927 and studied at Kelly Field as an army student. His ship, which landed without a bump, has two motors and gives one the impression of being a Pullman car with a long wing attached. Its wing spread of ninety-one feet from tip to tip.

Included among its passengers is

The Weather.

Forecast—Virginia: Increasing cloudiness today; tomorrow, partly cloudy; slowly rising temperature.

North Carolina: Increasing cloudiness today; tomorrow, partly cloudy.



By Lee Shoehair, Pilot of the Goodrich Silvertowns Carrying the Official Scorer on the Ford Reliability Tour.

(Written for Universal Service.)

Henry Ford had the right idea when he concentrated his production of automobiles to reach the cheapest market and thereby the greatest. In the same way the Ford Reliability Tour in covering a long itinerary attracts local interest at each landing. The crowds that gathered to witness the arrival of the contestants easily prove this. I heard many of the visitors comment on the planes in a way that showed that their knowledge of aviation was more than superficial.

This morning at Baltimore the planes streamed in at about 11, holding to their scheduled times. The crowd milled around the ships, lined up against the hangers, and the women pilots especially came in for much attention. I think it would be an excellent method of propaganda, for aviation if more tours could be organized that would reach a large number of people. Why not have a tour for which no specified itinerary is outlined, but travel in easy stages from one airport to another in a vagabond manner, picking up additional planes along the route? Local aviation enthusiasts would get a great deal of valuable experience and the

various airports visited would be stimulated for future visits.

The first planes roared into Richmond early this afternoon, passing low over the finishing line. Most of the contestants flew at a low altitude on the hop from Baltimore to the airport here, which is laid out in the shape of an ell and situated close to the centre of town. In spite of the world series and the Richmond Fair, several thousand cars surrounded the field and two army planes flew over from Langley Field.

Richmond is fortunate in having an airport so well situated, and when the promised improvements are made it will be more than adequate.

Charles E. Parker, of National Aeronautical Chamber of Commerce.

Others who attracted large crowds to the sides of the ships after landing yesterday were the women fliers. There are three of them in the tour, Mrs. Miller, who had the slight mis-

hap, and who, when the flight started yesterday was holding tenth place in earned points; May Hatzlip, of Kansas City, piloting an American Eagle Bi-plane, and Miss Frances Harrell with a Moth Biplane. Miss Hatzlip, suffered a broken hand on the first day of the tour and appeared yester-

day with the injured member swathed in bandages. Each of the women pilots was met by special committees in the welcoming group yesterday and presented with a corsage of flowers.

The tour will leave Byrd Airport at about 10 o'clock this morning with Greensboro, N. C., as the next stop.

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