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Winnipeg. There they turned west, and into a headwind blowing sixty miles an hour, right on the nose. The 120 miles to Brandon took some of them two hours; the 211 miles to Regina almost twice as long. Volunteers waited for them at Regina, standing out in the gale wind and blowing dust, poised like forward pass receivers to grab for wing tips and struts as the flyers brought their planes down. They landed “tail high, in flying position,” engines turning up enough to keep from blowing away, and the Canadian ground crews literally grabbed them from the air.

Moose Jaw next day, turned out to be more than just a Hudson’s Bay trading post with a Mounty and a few Indians. Moose Jaw was a thriving place, with its own enthusiastic flying club. The government would sponsor the clubs if the local people acquired an “Air Harbour” and hired an instructor, the government furnished them a training airplane.

The tour planes headed on across the prairies and wheat fields to Saskatoon, and North Battleford and Edmonton. And now they were nearing the foothills of the Canadian Rockies, close to the wilds of British Columbia and the Yukon Territory, of which a Canadian flyer named Oakes had said, “It’s a land where the mountains are nameless, and the rivers run God knows where.”

But the Americans stopped short of the nameless wilderness and turned, like sailboats coming about to run before the wind, south to Calgary and Lethbridge. The wind helped them now, boosting the faster planes up to ground speeds of 170 and better as they came roaring down across the border into Montana. The Fords and Wacos were ahead, flown by Russell and Zeller, Davis and Livingston-four hard driving veterans in bitter competition with every other pilot, including their own factory team mates. Zeller averaged 175.8 miles per hour from Great Falls to Sheridan; Livingston 170 from Edmonton to Calgary. Art Davis led them all with an average of 148.3 for the whole tour and only Harry Russell’s high Figure of Merit which he’d established back at Dearborn enabled him to hold his lead in points scored.

Misfortune descended on them all at Great Falls, for ’way out here miles from nowhere a steely eyed Customs man searched out all those who carried Canadian spirits, assessed the standard fine of five dollars a bottle — and confiscated the bottles.

Misfortune struck the Curtiss Kingbird too, as Walter Beech crossed the finish line in a wide-open race with Zeller and his Ford. The Kingbird won, but its top fuselage fabric let go with a great rip and roar and flew off into space, somehow miraculously missing the tail surfaces as it went. But the ship was patched up with sheet metal from a local plumber’s shop, and stayed in the race.

Sheridan, Wyoming put on an old-fashioned outdoor chuck wagon lunch and Nancy Hopkins added to the show that day, climbing on a cowpony for a hard gallop around the airfield.

Then on through Cowboys and Indians and
Custer Cavalry country, across the Powder River and the Rock River, the Yellowstone and the Little Big Horn. And the Green River, which actually did have a greenish tint from the shale rocks where it flowed. And watch for the lonely settlements: Crazy Woman, and Black Eagle, Medicine Bow and Roundup, Ten Sleep, Crow Agency, Lost Cabin.

And the little rivers and creeks — or “cricks” — North Fork, and South Fork, Middle Fork, Red Fork, Dry Fork. And Teapot Creek, Dugout Creek, Clear Creek and Muddy Creek, Sand Creek, Salt Creek, Nine Mile Creek, Bear Creek and Sheep Creek and Poison Spider Creek.

The wild race continued, across the high lonesome range country through Casper and Laramie and Cheyenne and on to Denver, with the smaller airplanes gaining on the bigger ones simply because they could turn in and out of the airfields a little faster; save a few seconds getting off the ground. But now they were leaving the mountains, heading downhill over the Kansas plain and across the Mississippi, to Terre Haute and Cincinnati. And too late now, for anyone to overtake Harry Russell and his big Tri-motor; too late for desperately hard flying John Livingston and Art Davis to take the trophy for the third time and gain permanent possession in the name of Waco Airplanes.

The whole fleet of eighteen airplanes had traveled some big country; nearly five thousand miles, across fourteen states and three provinces of Canada. And for the first time in any tour every contestant had finished on schedule, even the lumbering Sikorsky amphibian.

Though she made the final banquet at one point in Canada, when a dinner party was being held, Nancy Hopkins parked her little biplane, checked in at the hotel and made ready for the grand affair. Then she lay down to catch forty winks-and slept through the whole thing. She’d been on her own the whole trip, all the way from Rhode Island, pilot and mechanic of a slow going, open cockpit ship with no brakes and a cranky and troublesome motor. Nancy Hopkins was entitled to a nap along the way.
## ITINERARY

### 1930

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**Total 4,814**

Typical American Eaglet with Cleone engine, somewhat similar to Swanee Taylor's tour ship.

(NASM)

The Pratt & Whitney tour ship, NC769H, was similar to these Stearmans, NC783H, 784H and 785H, seen in flight over San Francisco. These are 1930 model 4-Es, built for Standard Oil Company, flown by pilots Allen, Brush and Doolin.

(Standard Oil Company of California)
The 1930 fleet ready to go. At left, Cessna #21, Kitty Hawk #14, Waco #23, Great Lakes #38, Monocoupe #48, Tom Colby's Monocoupe, Pratt & Whitney Stearman. At right, Swanee Taylor's American Eagle, Curtiss-Wright Travel Air #3, Waco #44, Kenroyce #8, Kingbird #13, Paramount #11, Bellanca #13 and #14, Sikkorsky #19. At right, background: two Air Corps P12s, a Ryan, a Slierson, then a one-of-a-kind twin-engined Stewart monoplane, built in Flint, Michigan.
Typical Wasp Ford, TAT NC9606.

(Ford Motor Company)

NC8485 placed third in 1929, first in 1930, second in 1931 tour.

(Ford/Hudek)
Bart Stevenson’s Monocoupe.

“Pop” Mayo and Nancy Hopkins
(Nancy Hopkins Tier)

Bart Stevenson, left, and Clayton J. Brukner
(George B. Stevenson)

Livinton’s Waco, in use later as a sky-writing ship.

(Charles N. Trask)
Waco INF similar to Bowman's tour ship. (NASM)

Leslie H. Bowman  
(W. P. Kupicha)

Art Davis' Waco. Note the high “stilt” landing gear, Airwheels, and single ailerons, the latter most unusual for a Waco. Tail of Fleet NC64OM, at right. (S. J. Hudek)
For the first time since the tours began, the Army did not assign an official accompanying ship, however military planes joined up at various points along the way, as they always had. This is a typically impressive Army formation of the time: Keystone Panther bombers, over Pittsburgh, in 1932.

(J. Victor Dallin)

The 1930 American Eagle was a considerably improved version of the 1929 Wallace Touroplane.

(Ford/Hudek)

Eddie Schneider’s Cessna C9092.

(The Ford Archives)
Charlie Meyers and Great Lakes #38.

(Carlson W. Meyers)

Clyde Cessna, right, with Dwane Wallace, 1953.

(Cessna Aircraft Company)

Ed Porterfield, left, with Charles Lindbergh and Larry Ruch, at right. Porterfield was Kansas City businessman who financed American Eagle factory and flying school.

(Antique Airplane Association)

Eddie Schneider poses in narrow front doorway of Cessna C9092, shakes hands with unidentified admirer.

(John W. Underwood)

Larry Ruch, center, with two unidentified men, possibly students, at Porterfield School.

(Henry G. Arnold)
Frank Hawks and his Travel Air.

(S. J. Hudek)

Travel Air factory, Wichita. Note rooftop sign, “This Is Travel Air City.”

(Antique Airplane Association)

Truman Wadlow’s Curtiss-Wright Travel Air, just rolled out for first test hop. The plane was finished in customary Travel Air orange and black.

(Truman Wadlow)
Interior of Travel Air B6000. Plane had big automobile crank-down windows, no safety belts.

Frank Byerly and Detroit News Vega. The plane was bright red, with cream color trim and lettering.

The Kingbird at Enid, Oklahoma. From left, Owen G. Harned, Bob Hutchinson, Mrs. Walter Beech, Walter Beech, and mechanic H. M. (Mel) French, known as "Frenchy," above.
Walter Carr gets away in Paramount Cabinaire as Pop Cleveland, at left, checks the time.

(S. J. Hudek)

Another Cabinaire, NC551V, powered by Continental.

(Viola Gentry)

Rae Rearwin with sons Royce, left, and Kenneth, right. Ken-Royce biplane was named for the two boys. Rae Rearwin was a homesteader and Kansas businessman who founded airplane factory.

(Kenneth Rearwin)
Bellanca #14. The ring cowling for the J6-9, seen lying on ground, was poorly installed and caused delays during the tour. Note mechanic using bucket for work stand.

Typical Bellanca CH300 Pacemaker. Emblem of this Omaha, Nebraska airline includes reassurance, “Safe And Sane Flying.”
George Meissner and S-39

(Igor Sikorsky)

Lionel M. Woolson, left, with Walter Lees and Diesel powered Stinson SM1DX.

(NASM)

A Sikorsky S-39B, NC-55V, used in airline service on San Francisco Bay in 1933. Varney Air Ferries served commuters, also connected with the company’s Lockheed Orions at the Bay Airdrome, Alameda, for fast scheduled service to Sacramento and Glendale, California. Tail of Orion NC12228 can be seen behind Sikorsky.

(Mrs. Carl Bigelow)
Endurance flights continued through 1930. John and Kenneth Hunter stayed up 23 days in the Stinson SM-1 F City of Chicago. Brothers Albert and Walter refueled from the Stinson Big Ben, joining up 223 times to provide 7,630 gallons of gas and 400 gallons of oil.

(John W. Underwood)

Stinson Junior with Wright J6-9 similar to Wright company ship flown by Leon Allen.

(NASM)
Harvey Mummert and Mercury Chic. The Chic had an unusually high parasol wing, which made it difficult to handle on the ground, and full span ailerons, actuated by push-rods which slanted out through cockpit coaming.

(S. J. Hudek)

Speed Holman and his Laird

(Northwest Orient Airlines)
Finish line, 1930. Two Fords at left, then, right to left, Monocoupe, Great Lakes, Kingbird, Rearwin Ken-Royce, two Wacos, two Bellancas at right, and in far row, Goodeich Vega, unidentified low-wing monoplane, Goodrich Vega, unidentified low-wing monoplane, three Wacos, two Air Corps O-2s, three Curtiss Fledglings, a Monocoupe, and the Monarch Coffee Ford. The four round objects at right center are platform scales for final weighing of contestants' loads.
<table>
<thead>
<tr>
<th>AIRPLANE TYPE and ATC</th>
<th>ENGINE TYPE</th>
<th>PASSENGERS</th>
<th>WEIGHTS</th>
<th>LOAD</th>
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</table>

NOTES: 1. Average speed was full-throttle, or nearly so. Tour scoring based on most points for most speed, each leg. 2. Tour publicity curtailed in 1930, therefore many passenger names unlisted.
## OTHER ACCOMPANYING AIRPLANES

<table>
<thead>
<tr>
<th>PILOT</th>
<th>REG. NO.</th>
<th>AIRPLANE TYPE</th>
<th>PURPOSE</th>
<th>PASSENGERS²</th>
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<tbody>
<tr>
<td>Frank M. Hawks</td>
<td>NR1313</td>
<td>Travel Air R Wr. J6-9</td>
<td>Pathfinder Airplane and Official Advance Plane. The Texas Co.</td>
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<tr>
<td>Walter E. Lees</td>
<td>NR4N</td>
<td>Waco HTO Packard Diesel DR980</td>
<td>Official Tour Plane. Packard Motor Co.</td>
<td>Tour Manager, Ray Collins</td>
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<tr>
<td>Thomas B. Colby</td>
<td>NC533W</td>
<td>Monocoupe 110 Warner 110</td>
<td>Committee, Official Berryloid</td>
<td>Mrs. E.N. Pendleton</td>
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<tr>
<td>Leon S. Allen</td>
<td>NC8432</td>
<td>Stinson SM2-AC Wr. J6-7</td>
<td>Official, and Wright Aero. Corp. service.</td>
<td>Kenneth Boedecker</td>
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<tr>
<td>E.W. Cleveland</td>
<td>NC9965</td>
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<td>Official Tour Plane, Cleveland Aerol Co.</td>
<td>Arthur Schlosser, E.P. Crocker</td>
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<td>Lee F. Schoenhair</td>
<td>NC308H</td>
<td>Lockheed Vega 5 P&amp;W Wasp</td>
<td>Goodrich Rubber Co.</td>
<td>Norman Siegel</td>
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<td>G.A. Blunden</td>
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<td>Kari Keen Coupe</td>
<td>Accompanying, Red Deer-Edmonton</td>
<td>Reginald Whyte</td>
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<td>Wm. B. Stout*</td>
<td>NC640M</td>
<td>Fleet 1 Warner 110</td>
<td>Accompanying, Dearborn - Chicago Airplane Sales Co. of Michigan.</td>
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<td>u*</td>
<td>Stewart M-2 (2 Wr. J6-9)</td>
<td>Accompanying, Part way, Stewart Airplane Co., Flint, Michigan</td>
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<tr>
<td>Fred W. Wahl</td>
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<td>Aeronca C-2 Aeronca E113</td>
<td>Accompanying, Laramie - Colorado Springs.</td>
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<td>James. S. McDonnel</td>
<td>N157N</td>
<td>McDonnell Doodle Bug</td>
<td>Accompanying, Joined in Cheyenne.</td>
<td>First McDonnell Aircraft Gave STOL demos at each stop</td>
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</tbody>
</table>

*These are probable
Ford Airport in 1930, much improved over 1925, when tour flyers called it "Lake Ford." Ford River Rouge plant in distance, dirigible mooring mast in background, factory and hangars in foreground, passenger terminal and cleared space for future Dearborn Inn at right.