

SECOND ANNUAL
“World Flight
Commemoration
Meet”

UNDER AUSPICES

SOUTHERN CALIFORNIA CHAPTER
NATIONAL AERONAUTIC
ASSOCIATION OF U. S. A.
[INCORPORATED]

*The Representative in the United States
of America of the*

FEDERATION AERONAUTIQUE
INTERNATIONALE



SEPTEMBER 26, 1926

Rules and Regulations Governing Second Annual "World Flight Commemoration Meet" September 26th 1926

The contest will be open to any make of plane with any size or type of motor, carrying one or more passengers and pilot.

There will be two classes for Military and Naval Aircraft, namely Observation and Training, and three classes for Civilian or Commercial Aircraft, namely ships of 185 horsepower and over, ships of 110 horsepower to 185 horsepower, and ships under 110 horsepower.

No major structural changes in aircraft permitted. At least one passenger must be carried.

There will be trophies and prizes offered in all classes.

The contest starts promptly at 1 P. M., September 26th, 1926.

All contestants competing in this race must be at Clover Field and report in to headquarters not later than 11 A. M. on Sunday, September 26th.

Without fail, all pilots must be present in Club House building at 12:00 noon, sharp, for a Pilots meeting, where final instructions concerning the running of the race will be given. Any pilot entered and not present or represented at this meeting will not be allowed to fly.

Rules are as follows:

The first take-off will be at 1 P. M., sharp. Planes taking off at intervals of 90 seconds thereafter.

The first leg of the flight will be from Clover Field to the new Municipal Field at Long Beach. Contestants will land at this point, observe the usual safety rules and taxi back of the starting line as rapidly as possible with safety. The observer will proceed to the Judges' stand and obtain certification of his arrival, getting back to his ship and taking off immediately.

The flight from Long Beach will be directly to the Municipal Airport at Santa Ana, as designated on map provided each contestant, where procedure will be the same as above.

From Santa Ana the flight will extend to Arlington as designated on map, with same procedure as above.

From Arlington you will proceed to new Field on Valley Boulevard, near Alhambra, as shown by map, and go through same procedure as above.

From this Airport you will fly directly to Western Air Express Field on Telegraph Road, as shown on map, and dropping down to an altitude of not more than 100 feet to permit observer stationed there to observe number on Aircraft, proceed direct to Clover Field. If observer at Western Air Express Field has not been able to see number of Aircraft and lowered white flag, signifying that he had, contestant is required to again turn in such manner as to render numbers visible and, on getting signal, proceed.

On arriving at Clover Field, your observer will proceed immediately to the Judges' stand and check in, thus officially completing race, and you, as pilot, will immediately taxi your plane out of the way of planes landing and cut motor.

A careful perusal of the above will show you that everything depends upon your judgment and the speed with which you get in and out of the different "Ports of Call," and also the speed with which your observer reaches the judges' stand and gets his credentials of certification.

Your time will start from the time the signal is given to go at Clover Field and will end when your observer checks in again at the completion of the course.

If in the opinion of the Contest Committee, any aircraft has insufficient fuel capacity to fly course in safety, such aircraft will be compelled to take on fuel provided for same at Arlington. An allowance of five minutes will be allowed for such refueling.

TENTATIVE LIST of PRIZES

TROPHIES IN ALL CLASSES



SANTA MONICA POST OF THE AMERICAN
LEGION, WORLD FLIGHT MEMORIAL TROPHY.



WESTERN FLYING CIVILIAN SWEEPSTAKES
TROPHY.



BURNETT BROS.' PERPETUAL TROPHY.



D. E. McDANELD SERVICE TROPHY FOR
MILITARY AND NAVAL AIRCRAFT.



OTHER TROPHIES BEING OFFERED FOR
VARIOUS EVENTS.



\$2,000.00 IN CASH AND MERCHANDISE
ORDERS WILL BE DISTRIBUTED OVER VARI-
OUS CLASSES.

Complete list will be forwarded entrants previous to event.

ENTRY BLANK

Entries should be mailed to Secretary Southern California Chapter of the National Aeronautic Association, 557 Metropolitan Theatre Bldg., Los Angeles, California. Entries close at midnight, September 24th, 1926. Any entries received after that date will be subject to acceptance at the discretion of the Contest Committee.

Name of Entrant.....

Address.....

Pilot.....

Address.....

Aviator's Certificate No.....

Make and Type of Aircraft.....

Make and Type of Motor.....

Rated Horse Power.....

MILITARY AND NAVAL

Class No. 1—Observation

Class No. 2—Training

CIVILIAN AND COMMERCIAL

Class No. 1—Ships over 185 H.P.

Class No. 2—Ships from 110 H.P. to 185 H.P.

Class No. 3—Ships under 110 H.P.

Remarks

This application is made upon and subject to the following conditions which shall constitute the terms under which my application shall be accepted.

(1) Applicant agrees to abide by all rules and regulations made and published by the Contest Committee of the Southern California Chapter, National Aeronautic Association, and agrees in particular to submit his plane or planes to such inspection said Contest Committee shall deem necessary.

(2) Applicant agrees to abide by the decision of the Contest Committee to postpone the event on account of weather or visibility.

(3) Applicant further agrees to perform at such hours as shall be announced by the Contest Committee.

(4) Applicant releases said Chapter and said Association and any and all of its members from any liability growing out of any injury to himself caused by any other contestants or participants in any of the contests to be held at the time above mentioned or at any time before or after said contest, whether suffered during the preparation of such contest, or subsequent to contest, while still under the jurisdiction of said Chapter and said Association; also for any injury received by him through defect in appliances or equipment and parts, whether on planes flown by him or others; also to save harmless the Southern California Chapter, National Aeronautics Association, and any or all of its members from liability from injury or death resulting to others caused either directly or indirectly by a plane owned by him or flown by him, his agents, servants or representatives.

(5) Subjects not herein otherwise provided for shall be governed by the rules and regulations promulgated by the National Aeronautic Association.

Number Assigned Date Received:

.....
Class Signature:

.....

Record Crowds Attend Second Annual World Flight Commemoration Race; Fast Time Set

ONE of the largest crowds that has ever witnessed an air meet in the United States gathered September 26 to view the Second Annual World Flight Commemoration Race, staged under the auspices of the Southern California Chapter of the National Aeronautic Association. Estimates of N. A. A. officials place the attendance at the five fields included in the route of the race at 100,000. At Clover, Field, Santa Monica, at Long Beach, at Santa Ana, at Arlington, and at Alhambra, where the contestants landed and checked in, crowds surged in thousands, and every roadside and hilltop was black with parked automobiles. Exact figures on the attendance are impossible, but the figure of 100,000 is considered conservative.

The race itself was a success from every standpoint. Diversified entries, fast time, and an absolute lack of accidents combined to make the event a noteworthy one. The planes were started without a hitch, and almost without exception they completed the circuit without incident.

Entries were divided into four classes



One of the Original World Cruisers

to give every contestant a chance at the prize-money. Military observation planes were pitted against each other; military training planes constituted the second class. Civilian planes of horsepower between 110 and 185 constituted a third class, and civilian planes with motors of less than 110 horsepower constituted the fourth class.

Sergeant Paul L. Wooruff of the Army, flying a Douglas O-2 plane, with a 400 H.P. Liberty motor won the event for military observation planes, covering the 135 mile course in 69 minutes, and three seconds. His reward was the Packard

trophy, offered by D. E. McDaniel, and \$60.00 in cash.

Lieut. H. E. Shea of the Navy took first place in the event for military training ships, flying a Chance-Vought plane, with a 200 H. P. Wright J-4 motor. His time was 100 minutes, and 5 and 2-5 seconds. Lieut. Shea was awarded the DeMille trophy and a cash prize.

Among the civilian entries, flying planes powered with motors of more than 110 horse-power, Leo Nomis, flying Victor Fleming's Fiske Special, made the fastest time, circling the course in 99 minutes, and ten seconds. Nomis won the Burnett Perpetual Trophy, and \$200 in cash.

Paul E. Richter won first place in the class for civilian planes with motors of less than 110 horsepower. Richter made the round-trip in 100 minutes, 29 and 1-5 seconds, flying an Eaglerock plane with an Ox-5 motor. He won the WESTERN FLYING Trophy and \$200 in cash.

One of the features which made the meet a success was the deep and active interest which was taken in the race by the cities in which the planes landed for checking.

The Winners of the Races

MILITARY OBSERVATION PLANES

Pilot	Plane and Motor	No.	Place	Time	Prize
Sgt. Paul L. Woodruff, U. S. A.	Douglas O-2 A, Liberty 400	6	1	69-3	Packard trophy—\$60.00.
Lt. C. V. Haynes, U. S. A.	Longlas O-2, Liberty 400	1	2	70-17-4/5	Mer. Order \$60. \$40.00 Cash
Lt. Ned Schram, U. S. A.	DH-4B, M-1 Liberty 400	5	3	74-07-3/10	Mer. order \$35. \$35.00 Cash
Lt. W. J. Wallace, U. S. M. C.	Douglas O-2, Liberty 400	2	4	77-00-4/5	\$25.00 Cash.
Lt. L. B. Gregg, U. S. A.	DH-4B, Liberty 400	3	5	80-29	Mer. Order \$25.

MILITARY TRAINING PLANES

Lt. H. E. Shea, U. S. N.	Chance-Vought Obsv., Wright J-4, 200.	25	1	100-05-2/5	De Mille Trophy—\$30.
Lt. C. L. Hassey, U. S. A. (res.)	Curtiss JN-6, Hispano-Suiza 150	8	2	101-43-1/5	Mer. Order \$20. \$50 Cash.
Lt. Maurice Murphy, U. S. A. (res.)	Curtiss JN-6, Hispano-Suiza 150	7	3	103-16-1/5	\$25.00, 200 Gal. Gas.
Lt. Roy Harding, U. S. A. (res.)	Curtiss JN-4, Hispano-Suiza 180	26	4	108-58-3/5	\$25.00, 100 Gal. Gas.
Lt. Earl W. Clark, U. S. A. (res.)	Curtiss JN-4, Hispano-Suiza 180	27	5	124-59-1/10	150 Gal. Gas, 10 Gal. Oil.
Lt. R. E. Kennedy, U. S. A. (res.)	Curtiss JN-4, Hispano-Suiza 180	28	6	131-6-3/5	150 Gal. Gas.

CIVILIAN PLANES—110 H.P. TO 185 H.P.

Leo Nomis, for Victor Fleming	Fiske Biplane, Wright E-3, 180	10	1	99-10	Burnett Trophy—\$500.
L. M. Bach, for Reginald Balmer	Catron Fisk CF-11, Wright E-2, 180	9	2	106-45	\$100.00

CIVILIAN PLANES—110 H.P. AND UNDER

Paul E. Richter, Aero Corp. of Cal.	Alex. Eaglerock, Curtiss OX-5, 90	19	1	100-29-1/5	Western Flying Trophy. \$200
Frank Clark, Sorenson-Fisk Co.	Fisk Biplane, Curtiss OX-5, 90	14	2	105-21-4/5	\$100.00
K. W. Montee, Burdett Airlines	Super-Swallow, Curtiss OX-5, 90	29	3	110-02-2/5	\$50.00, 100 Gal. Gas.
Arthur Goebel, for American Aircraft Co.	Waco Commercial, Curtiss OX-5, 90	15	4	118-27-4/5	300 Gal. Gas, 20 Gal. Oil.
E. A. Bellande for Rogers Aircraft Co.	Romair-Biplane, Curtiss OX-5, 90	18	5	119-1	200 Gal. Gas, 10 Gal. Oil.
Harris H. Roake for Dr. T. C. Young	Kinner Airster, Anzani, 70-80	12	6	123-37-3/5	100 Gal. Gas, 10 Gal. Oil.

The Entries in the Races

Entrant	Pilot	Aircraft	Motor—H.P.
U. S. Navy	Lt. H. E. Shea	Chance-Vought	Wright J-4, 200
Reg. Balmer	L. M. Bach	C. F. 11	Wright E-2, 180
Rogers Aircraft	E. A. Bellande	Kinnair	Curtiss OX5, 90
Dr. T. C. Young	H. H. Roake	Kinner	Anzani, 70-80
Victor Fleming	Leo Nomis	Fisk	Wright E-3, 180
Al Ebrite	Al Ebrite	J N 4 H	Hispano A L, 50
Sorenson-Fisk	Frank Clark	Fisk	Curtiss OX5, 90
Am. Aircraft	Arthur C. Goebel	Waco	Curtiss OX5, 90
Burdett	B. D. Fuller	Swallow	Curtiss OX5, 90
W. B. Kinner	W. B. Kinner	Kinner	Anzani 6A3, 70
U. S. A. R.	Lt. Roy Harding	J N 4 H	Hispano Suiza, 180
U. S. A. R.	Lt. E. W. Clark	J N 4 H	Hispano Suiza, 180
U. S. A. R.	Lt. R. E. Kennedy	J N 4 H	Hispano Suiza, 180
Russell Boardman	Russell Boardman	Travel Air	Curtiss OX5, 90

Entrant	Pilot	Aircraft	Motor—H.P.
U. S. Army	Lt. John W. Benton	Loening	Liberty, 400
U. S. Navy	Lt. D. N. Logan	Vought-Training	Hispano Suiza, 180
M. W. Hahn	F. H. Barber	Aussalo	Fisk, 300
A. W. Callies	A. W. Callies	J N 4 D	Curtiss OX5, 90
W. F. W. Corp.	Jack Frye	Thunderbird	Curtiss OX5, 90
Aero Corp.	P. E. Richter	Eaglerock	Curtiss OX5, 90
U. S. M. C.	Capt. F. P. Mulcahy	D H 4 B Obs.	Liberty, 400
U. S. M. C.	Lt. Wm. J. Wabace	Douglas O 2	Liberty, 400
U. S. Army	Lt. Ned Schram	D H 4 B M 1.	Liberty, 400
U. S. Army	Sgt. P. L. Woodruff	Douglas O-2 A	Liberty, 400
U. S. A. R.	Lt. M. Murphy	J N 6 H	Hispano Suiza, 150
U. S. A. R.	Lt. L. Hussey	J N 6 H	Hispano Suiza, 150
U. S. Army	Lt. L. B. Gregg	D H 4 B	Liberty, 400
U. S. Army	Lt. C. V. Haynes	Douglas O-2	Liberty, 400