



American Legion Air Meet!

Pittsburgh-McKeesport Air Port

October 17 and 18

Nineteen hundred twenty-five

Official Souvenir Program

of the

American Legion Air Meet

October 17th and 18th, 1925

FOREWORD

The City of McKeesport, the Chamber of Commerce, Pittsburgh-McKeesport Air Port Officials, Burt Foster Post 361, American Legion, under whose auspices the races are held, and the Officials and Committees of the Races bid the Visitors to the city cordial Welcome.

In presenting this Official Souvenir Program the aim has been to furnish a brief history of the Airplane together with some of the more outstanding exploits performed up to the present time.

Fullest appreciation of the Value of the Art and Science of Aeronautics on the part of every patriotic citizen and enlisting of his active support are essential to a continued development necessary to place

America First In The Air



Appreciation

The American Legion desires to express sincere appreciation of the generous assistance given by the National Tube Co., the Pittsburgh Aero Club, the Daily News, the McKeesport Journal and the Business Men of our community who have made possible the Air Meet and in so doing have manifested their confidence in American Aeronautical development.

DEDICATORY

To the owners of The Pittsburgh-McKeesport Air Port, Cliff Ball and D. Barr Peat, whose far-sightedness, untiring energy, and unflinching devotion to the cause has so materially assisted The American Legion in its endeavor to give to McKeesport an outstanding event of wide prominence, this booklet is respectfully dedicated.



Acknowledgment

Grateful acknowledgment is made for the co-operation of The Pittsburgh Aero Club and the Technical Data Section of the Army Air Service.

The Purpose of the Air Meet

At the present time the pilots of the United States hold the majority of the airplane records of the world. The first airplane was designed, built and successfully flown in the United States by the Wright Brothers, Citizens of the United States. American manufacturers are equipped to build and have proven their ability to build the most efficient aircraft, aircraft motors and aircraft accessories built by any country in the world. But the United States does not actually rank first in the air in a great many ways.

Rapid strides are being made towards the establishment of a great commercial airplane industry in this country, greater even than that of any European country. Any means of transportation that has for its fundamental principle a substantial saving of time is bound to become an economic necessity, and the chief obstacle to the development of commercial aeronautics in this country is the lack of an adequate system of permanent airports, fully equipped for use at any time.

All profit derived from this Air Meet will be devoted to the Improvement of the local Air Port and for the Building Fund of the American Legion.

Story of Aviation

Attempts to fly and serious study and experiments with various types of flying machines have been made for more than two hundred years. A tight rope dancer attempted flight with artificial wings in the seventeenth century. In 1678 Besnier, a Frenchman, built a pair of oscillating wings with which, report says, he could leap safely from elevated positions. The first gliders of any importance were used in experiments by Sir George Cayley, of England in 1809.

An Englishman by the name of Henson in 1842



DOUGLAS—ROUND THE WORLD CRUISER
The First Ship to Circle the Globe. Has 440 H. P. Motor

Aerial Trail Blazing

The flight of Glenn Curtiss from Albany to Governor's Island, a distance of 142 miles, was the first serious attempt at cross country flying. The same year, 1910, Hamilton in a Curtiss biplane flew to Philadelphia and return, total air distance 82 miles.

Farman with a flight of 118 miles in three hours won the \$10,000 prize posted by the London Daily Mail. Moisant crossed the English Channel flying from London to Paris. Chevez climbed to 1794 meters and crossed the Swiss Alps. The first practical hydro-plane flight was made March 2, 1910, by Fabre in France. Curtiss experimented at San

experimented with a single panel driven by a steam engine. Professor S. P. Langley later developed a twin monoplane glider to sufficient perfection to allow the use of a small steam engine for propulsion. Unfortunately his first attempt to launch a man carrying craft of this design resulted in the destruction of his apparatus. Several years later his machine was rebuilt and successfully flown. Sir Hiram Maxim of England, Ader of France, Otto Lilienthal, of Germany, and Chanute, of America, followed Langley with much scientific research and many experiments.

The Wright Brothers who studied results of all previous investigations and experiments developed gliders with a great deal of success due principally to the method of obtaining lateral control by "warping" wing tips. Their first successful flight with a motor-driven, man-carrying airplane took place on December 17, 1903

The first flight lasted twelve seconds. Aviators recently have remained in the air in continuous flight more than a day and a half. The initial trip covered a few feet. Aviators recently have flown from coast to coast without stopping, and last year encircled the globe.

The first airplane flight was made at an altitude of but a few feet. Today the ceiling of aircraft is approximately seven miles.

And the limits have not been reached.

Diego, California, the same year with floats attached to his biplane and in 1912 Curtiss received the Aero Club of America trophy for development of the Hydro-airplane and in 1912 the trophy of the same club for the Curtiss flying boat.

A. V. Roe, an Englishman introduced the first triplane in 1919. The first successful flight of an airplane which was inherently stable, both vertically and horizontally, was made in 1913. The flight lasted 35 minutes without using hand or foot controls. During 1912 many new records were established. Garros flew 685 miles at the rate of 45 miles per hour; Vedrinnes won the Gordon Bennett Cup Race at a speed of 105 miles per hour.

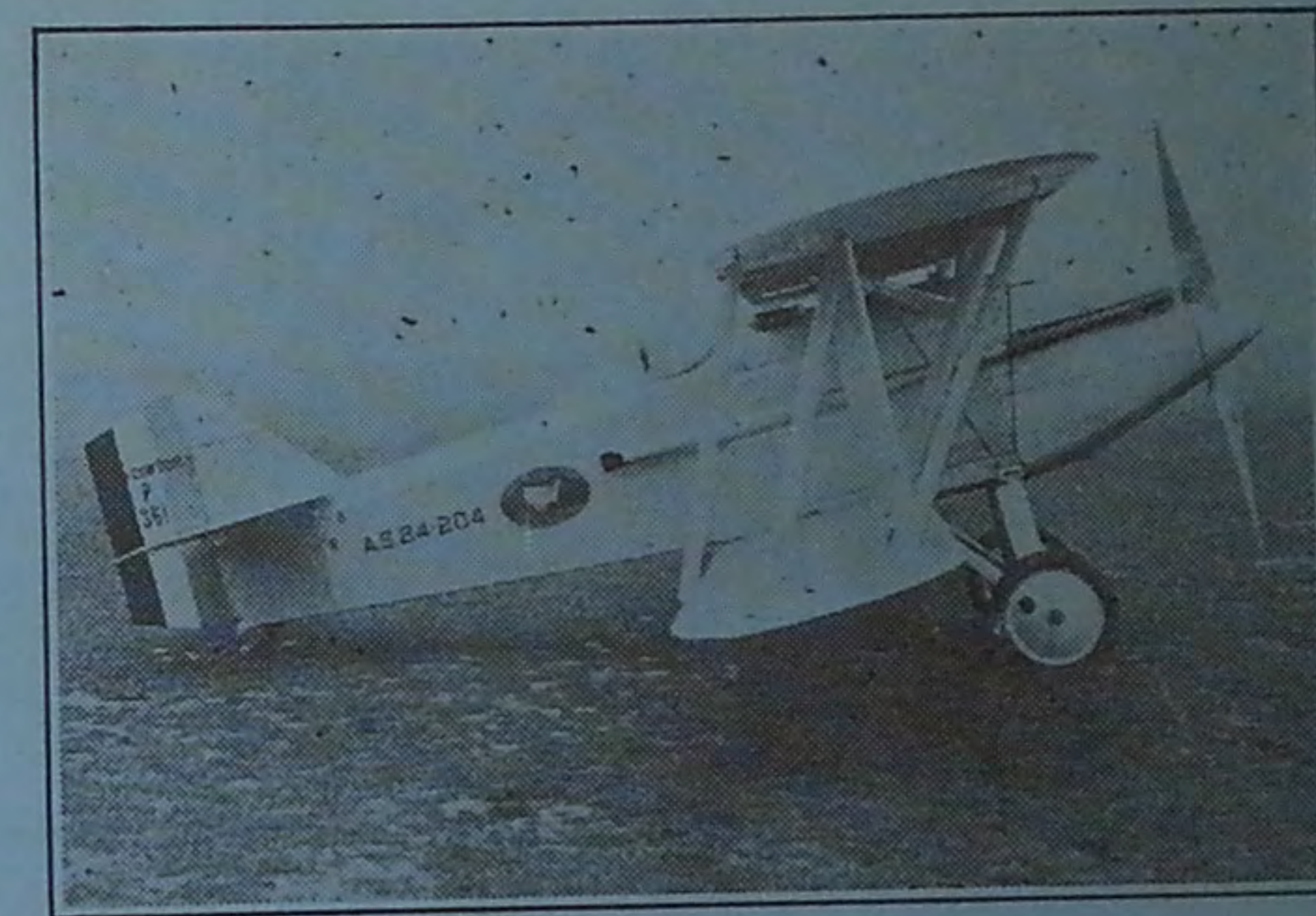
Advance in Flying

Any means of transportation that has for its fundamental principal a substantial saving of time is bound to become an economical necessity. Modern advance in costs has not in the past and will not in the future in any way impede the development of a new means of rapid transit. The chief obstacle to the development of any new industry is a fear born of misunderstanding, misinformation, or a lack of reasonable analysis.

Within reasonable limits modern aircraft operated by a capable and conscientious pilot is less

Flying has been made safe. Airplanes have been developed until now we have tiny airplanes that travel at the terrific speed of more than four miles per minute and huge, multimotored craft capable of carrying ten tons of pay load.

Although backward in the development of commercial aviation America has conclusively demonstrated her leadership in skill of pilots and design and construction of planes and motors by the holding of 47 out of 70 world records.



THE DAWN TO DUSK PLANE
A Single Seater, Capable of 180 Miles Per Hour, Engine 400 H. P.
This plane still holds the world's sustained speed record.

malicious to human safety than the average automobile driver under the average conditions by an equally capable and conscientious driver.

The first flying machine (Wright) weighed two hundred pounds, had a wing spread of forty feet and used a single small horsepower motor. It was capable of carrying a pilot and one passenger flying at a maximum speed of twenty miles per hour.

From this machine has come the modern airplane. Scientific research, laboratory tests, and experiments in flying have brought forth constant improvements. Ever increasing efficiency has been the results of these last ten years of development.

Some of the records that are now held by Americans are as follows:

100 Kilometers (62.137 miles) speed 243.81 m. p. h. Lt. "Al" J. Williams U. S. N. Nov 24, 1923.

1,500 Kilometers (923.05) speed 114.35 m. p. h. Lt. Harold R. Harris, April 17, 1923.

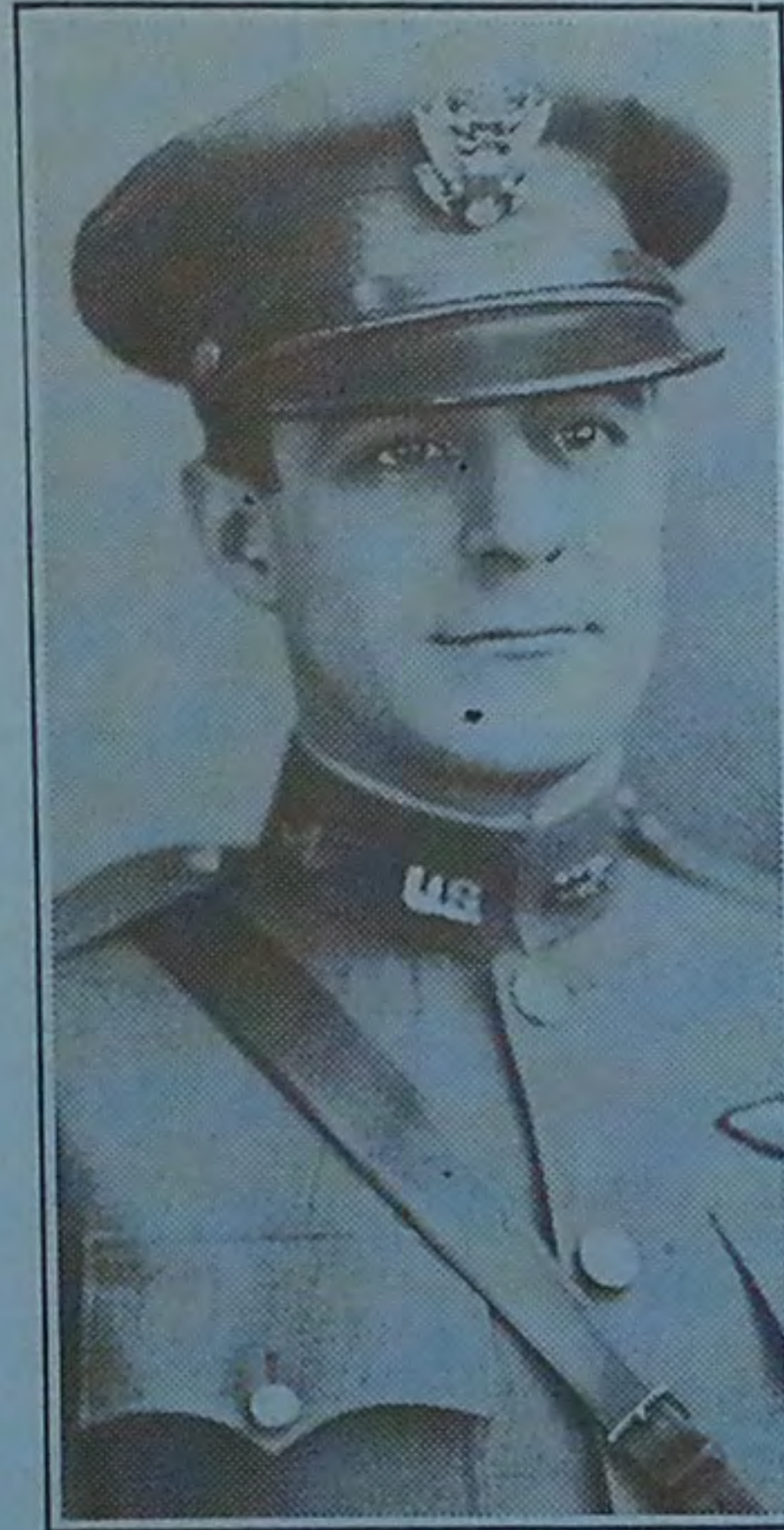
2,500 3,000, 3,500 and 4,000 Kilometers without refueling records are held by Lts. J. A. Macready and O. G. Kelly, U. S. A. April 16 and 17, 1923.

World Speed Records made while ship was refueled in flight held by Lts. L. H. Smith and J. P. Ritchen, U. S. A. They also hold duration record with refueling.

A FEW OF THE EXPERT FLYERS PILOTING THE VARIOUS TYPE PLANES



LT. S. T. HUTCHISON



CAPT. W. H. MURPHY



LT. H. A. JOHNSON



LIEUT. GEORGE P. TOURTELLOT



LT. W. N. AMIS



LT. R. C. MOFFOT

Aircraft at Work

Aircraft is being put to work. America is beginning to recognize it as a necessity. We use it to carry passengers, mails and express matter. It is being employed in connection with agriculture, forestry, mine rescue work and life saving at sea and on the Great Lakes. Aerial photography is adopted for engineering and surveys of many kinds. Aerial publicity and advertising are established. Police are using aircraft in waging war against smugglers of liquors and aliens.

Commercial aviation has gained a foothold in America. It provides the most effective means of discovering forest fires. The total value of our timber land in America is estimated at six billion dollars. It is worth protecting. During the past five years thousands of fires have been discovered in California and Oregon, alone, by the Forest Air Patrol.

Agriculturists are beginning to use aircraft to protect crops. Dusting by aircraft has proved effective and economical. The spread of Gypsy moth in New England, the boll weevil in the cotton fields of the South, the locusts in the Philippines have all been checked by using airplanes in dusting infected areas with insecticide.

"Economy demands that we keep abreast of the world in aeronautical research."

Orville Wright



ARMY AMBULANCE PLANE



MARTIN BOMBER

Program of Events

Sequence of events in the entire program is subject to alterations made necessary by adverse weather conditions.

SATURDAY, OCTOBER 17th, 1925

12:30 NOON

FORMAL OPENING OF THE AIR MEET

Honorable Mayor Geo. H. Lysle

and

Lucius McK. Crumrine, State Commander of the American Legion

12:45 to 1:30 EACH DAY

AERIAL ACROBATICS

A series of unusual entertainment before the opening of the regular program

AT 1:30

A complete program of events will open, lasting until 5 o'clock. The program with variations each day will be followed as closely as possible as outlined herewith.

SPEED RACE FOR U. S. RESERVE OFFICERS

A twenty-five mile race for former War Flyers, all members of the Pittsburgh Aero Club.

SKY WRITING DEMONSTRATION

By U. S. Army Pilot. Due to civilian patents on Sky Writing, pilot is only permitted to give exhibition without completing words.

Program of Events

PARACHUTE JUMP (Each Day)

AERIAL GYMKANA

Aerial Aerobatics and stunts by Army Pilots

LOOPING THE LOOP

With observer standing erect on top of wing of plane

EXHIBITION FLIGHTS BY McCOOK FIELD NEW TYPE SHIPS

FORMATION FLYING BY ARMY PILOTS IN P. W.-8 PURSUIT PLANES

DEAD STICK LANDING CONTEST

EXHIBITION FLIGHT OF MARTIN BOMBERS

Carries ton of bombs and four men

SPEED TRIALS IN FORMATION BY CURTISS PURSUIT PLANES

ALTITUDE RACE FOR ALL TYPES OF PLANES

EXHIBITION BY DE HAVILAND CORPS

Observation planes

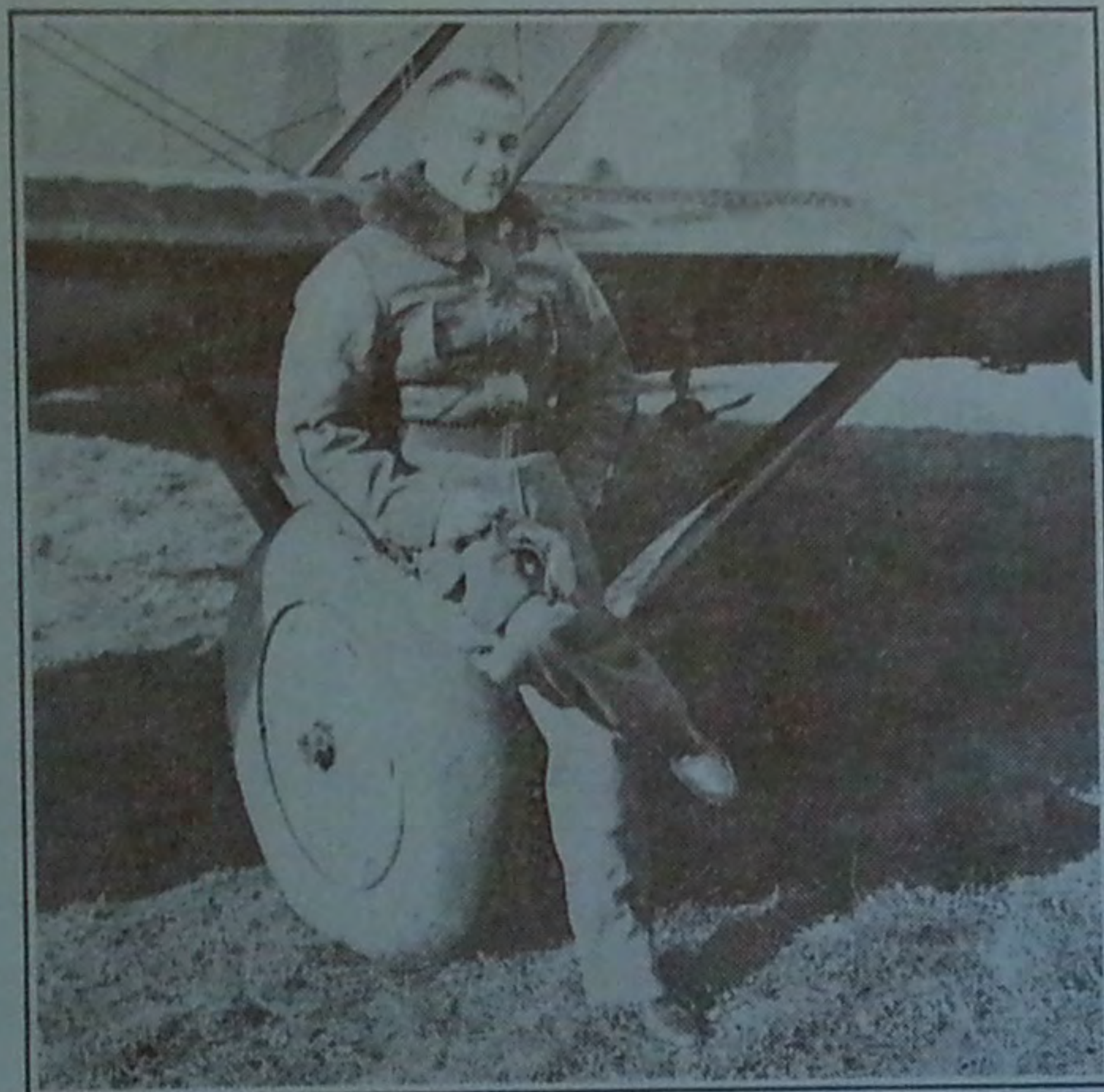
SPEED RACES FOR FAST COMMERCIAL SHIPS

OBSERVER SWINGING FROM LADDER AND DROPS TO GROUND AS PLANE FLIES LOW OVER FIELD

CHANGING FROM ONE PLANE TO OTHER IN MID-AIR

TWENTY-SIX DIFFERENT WING WALKING AND TRAPEZE ACTS FROM WINGS, LANDING GEAR AND TAIL OF PLANE

Once each day during the course of the program Art Starnes, "The Safety Last Boy," will be handcuffed, blindfolded and securely tied in a steel drum, which will be carried to several thousand feet in the air by A. B. McMullen, "The Flying Farmer", when the latter will cut the drum loose from the plane after which Starnes will disengage himself from the container and descend in a parachute.



LIEUT. JOHN A. MACREADY
 America's Best Known Flyer
 Holder of the record for non-stop flight, New York to Los Angeles

Worlds Records Show America's Supremacy

For several years past Lt. John A. Macready, A. A. S. and Sadi Lecointe, French Ace, have been battling for the world Altitude record. Lt. Macready flying a LePere Biplane with supercharged Liberty Engine, over Dayton, Ohio, established a new "ceiling" of 35,239 feet, which is still the American altitude record.

Sadi Lecointe holds world record of 36,564.8 ft. The following are records for useful loads carried:

Duration and distance, 250 k. g. (1k.g. is 2.204 lbs.), 500 k.g. Lt. Harold R. Harris A. A. S. Dayton, June, 1923. Duration 9 hours, 11 min. 53 sec. distance 590.3.

Ralph Lockwood, A. A. S., Dayton, June, 1924.

established world record for 100 k.m. and 200 k.m. carrying 250 k.g. and for 100 k.m. and 200 k.m. carrying 500 k.g. with speed of 124.35 m.p.h.

World Glider records are:

Duration: A. Maneryol, France, Jan. 1923, 8 hrs. 4 min. 50 2-5 sec.

Distance: Lt. Thoret, France, Aug. 1923, 5,033 miles.

Altitude: Adj. Deschamps, France, Feb. 1923, 1,788 feet.

The world record parachute jump was made by Capt. A. W. Stevens, A. A. S., June 12, 1922, from an altitude of 23,894 feet. Capt. Stevens stepped off the plane over Springfield, Ohio, was 30 min. descending, and alighted in Jamestown, Ohio, 25 miles distant from Springfield.

Coast to Coast From Dawn to Dusk

The flight of Lt. Russell L. Maughan, A. A. S. from New York to San Francisco, between daylight and dark was the most outstanding accomplishment in the world in 1924. As a demonstration of the great advance in aeronautics the trip holds second place only to the World Flight.

Lt. Maughan left Mitchell Field, L. I. at 2:58 a. m. Eastern Standard Time and landed in San Francisco at 9:48 p. m., Pacific Standard Time. The distance is 2,760 miles and it was made in 18 hours and 38 minutes, actual flying time. There were five stops made, at Dayton, St. Joseph, Mo., Cheyenne and North Platte, Wyoming and Salduro, Utah. the total elapsed time for the trip being 21 hours

and 50 minutes. The speed for the trip averaged 148 miles per hour.

The non-stop Coast to Coast flight of Lts. J. A. Macready and Oakley G. Kelly, A. A. S. pilots, was the outstanding achievement of 1923.

This flight started at Roosevelt Field, L. I., at 12:36, May 2, 1923, and ended at 3:26 the following day at Rockwell field, San Diego, California. The distance was 2,560 miles and it took 26 hours and 50 minutes.

Lt. James Doolittle made a One-Stop Transcontinental flight from Pablo Beach, Florida, to San Diego, California. His flying time was 21 hours and 20 minutes. One stop was made at San Antonio, Texas for refuel.



LIEUT. JAMES H. DOOLITTLE
 The First Flyer to Cross the Continent Within Twenty-Four Hours.
 America's Entry in The Sweider Cup Race.

Crossing The Atlantic

With the signing of the armistice and return to peace, aviation activities centered upon proposed Trans-Atlantic flights. The first trip across the Atlantic was made in the Curtiss flying boat NC-4, piloted by Commander A. C. Read of the U. S. Navy. The trip was made from New York to Plymouth, England, via Newfoundland, the Azores and Spain, starting May 8, 1919, and being successfully concluded May 31.

Immediately thereafter the first non-stop Trans-Atlantic flight was made by Capt. John Alcock and Lt. A. Whitten Brown on June 14-15, 1919. The trip

from St. Johns, Newfoundland to Clifden on the Irish Coast, 1936 miles across the ocean, was made in a Vickers-Vimy equipped with two 400 h. p. Rolls-Royce engines, in 15 hours, and 57 minutes.

In July of the same year the British Airship R-34 made the first Trans-Atlantic flight by lighter-than-air craft. The trip was made from East Fortune, Scotland, to Roosevelt Field, New York and return.

A notable record was made by Capt. Ross Smith flying a Vickers-Vimy-Rolls, from England to Australia, 11,500 miles, in twenty-eight days—November 12, to December 12, 1919.

The World Flight

The most spectacular and notable of all air achievement was the flight around the world made by eight army airplanes in 1924. The story of their trip is so fresh in the minds of all Americans that it is not thought necessary to repeat it here.

Of the eight officers who started on the World Flight, two, Major Frederick L. Martin, Commander of the expedition and his mechanic, Sergeant Alva Harvey, were forced out April 30, when their plane

crashed in Alaska.

Those who made the trip in addition to Major Martin, Lt. Smith and Sergeant Harvey were Lt. Leslie Arnold, Lt. Leigh Wade, Lt. Eric Nelson, Sgt. Henry H. Ogden and Lt. John Harding.

Based on the experiences of the fliers and proved performance of the planes there can be no question as to the inauguration, eventually, of trans-oceanic commerce in the air.

The Air Mail Service

The United States Air Mail Service was inaugurated in 1918 and during the first year carried 4,720,420 letters. It is the longest regularly operated airway in the world.

Its great success over more than seven years has demonstrated that aviation is useful and economical.

In Alaska the Air Mail has replaced the dog team. Heretofore, dog teams would leave Fairbanks for Iditarod, 421 miles, with a maximum load of 800 pounds and would return in 35 days "if everything went well." Now Air Mail pilot "Benny" Eielson

makes the trip from Fairbanks to McGrath, 371 miles and return, carrying three times as much weight, in 6 or 7 hours, and the Air Mail Service costs less than the dog sledge service.

The service, during its fifth year flew 1,545,280 miles which brought its total up to 6,168,395 miles.

The event of night flying by Air Mail pilots brought about the development of illuminating apparatus to light the way, and now at each of the main fields 36 inch electric arc Sperry beacons on 50 foot towers, revolving completely around the horizon every twenty seconds, cast 450,000,000 candle power beams 150 miles into the darkness.