

OFFICIAL PROGRAM

25¢



**1928 NATIONAL AIR RACES
& AERONAUTICAL EXPOSITION
LOS ANGELES**

SEPT. 8-16

Th

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W. L. St.
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Frank Pa
M. C. M.
Lt. Henry
Frank M

NOTE:—

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F. C. Wh
Lieutenan
James M.
R. W. H

Tech

Waldo W.
Ralph D.
Capt. Fra
Boyd M.

Ser

Paul W.
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C. F. Lie

Race

W. L. Sch
Capt. Ra
Model B

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Harold L
Ham Bea
J. H. Smi
Lt. V. E.
Wilbur M



There's a heartbeat of a scientist for every stroke of your motor

In Shell laboratories there are many men who have never flown a mile. Yet they've done their share in making flying the safe, and certain business it is today.

With every change of motor design, every differing type of plane these men have checked and re-checked fuels and lubricants to find those best suited to the job in hand.

Word comes of an oil burning motor, of

a higher compression ratio, of a new type super-charger. And behind the scenes, painfully exacting research is carried out to perfect the needed petroleum compounds to supply power, to reduce friction.

These scientists ask no credit or praise. They are content to be soldiers in the ranks, watching their work play its quiet but vital role in the marvelous conquest of the air.



AVIATION GASOLINE

National Air Races and Aeronautical Exposition 1928

MINES FIELD, LOS ANGELES—SEPTEMBER 8to to 16th, INCLUSIVE

Under Auspices of CALIFORNIA AIR RACE ASSOCIATION

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Harry Wetzel
Vice-President

D. E. McDaneld
Secretary-Treasurer

Cliff Henderson
Managing Director

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Officers and Executive
Committee
of the
California Air Race
Association
who are directing the
1928 National Air Races
and
Aeronautical Exposition

■ ■

Program for 1928 National Air Races

SATURDAY SEPTEMBER 8th—Inaugural Day

DAY PROGRAM

- 1:15 Formal opening ceremony of Aeronautical Exposition.
- 1:30 Three hundred airplanes in mass formation over Beach Cities announcing the starting of the world's greatest airplane exhibition and meet ever staged in the history of aviation.
- 2:30 Band Concert.
- 2:45 Exhibition of latest improved model flying locomotive designed by Waldo Waterman and ancient early type pusher bi-plane piloted by "Dare Devil" Al Wilson.
- 3:00 Seven Curtiss Falcons of the U. S. Marine Corps Observation Squadron No. 8 in formation flying.
- 3:15 Formation flying by 91st Observation Squadron U. S. Army.
- 3:30 U. S. Navy Squadron VB2B in spectacular formation flying. Special events by the "Three Sea Hawks," consisting of pilots Lieutenants Tomlinson, Davis and Storres under Lieut. A. C. Davis.
- 4:00 Smoke screen by U. S. Navy laid by 2T3M Torpedo Bombing Planes.
- 4:15 Special exhibition by air locomotive and Al Wilson in 1910 Curtiss pusher airplane.
- 4:30 Demonstration parachute jump by Archie P. Atherton famous ex-U. S. Marine parachutist instructor, in Russell "Lobe" parachute.
- 4:45 U. S. Navy Squadron VB2B in special maneuvers accompanied by the "Three Sea Hawks".
- 5:00 to 7:00 Band Concert in Plaza.
- 5:00 Retreat Ceremony.
- Intermission for inspection of Aeronautical Exposition

NIGHT PROGRAM

- 7:00 Band Concert. L. A. Boy Scout Band.
- 7:30 Premiere ceremony of aviation's greatest classic.
- 8:00 Air Extravaganza.
- 9:00 Demonstration of parachute flares. These flares are four hundred thousand candle power and guide the night flyer to safety in case of forced landing in the dark.
- 9:15 Airplane equipped with new invention will be signalled from the ground and pilot will go through a series of maneuvers at the command of the operator stationed on the ground.
- 9:30 Al Wilson in night flying accompanied by spectacular fireworks display from the air.
- 9:45 Fireworks display under the supervision of Norman Manning.

SUNDAY, SEPTEMBER 9th—World Flight Day

DAY PROGRAM

- 11:30 American Legion famous flyers mass luncheon sponsored by Inglewood Post American Legion.
- 1:15 American Legion Drum Corps Competition.
- 1:45 Band Concert.
- 1:55 Salutes and flag raising ceremony.
- 2:00 Formation flying and spectacular maneuvers by VB2B Squadron U. S. Navy.
- 2:15 Formation exhibition Observation Squadron No. 8 U. S. Marine.
- 2:30 Exhibition of latest improved model flying locomotive and ancient early type pusher bi-plane piloted by "Dare Devil" Al Wilson.
- 2:45 Around the world memorial race. 50 miles.
- 3:15 Straffing exhibition by VB2B Squadron U. S. Navy.
- 3:30 Formation flying by 91st Observation Squadron U. S. Army.
- 3:45 Navy specials with the "Three Sea Hawks" in spectacular maneuvering piloted by Lieut. Tomlinson, Davis and Storres under Lieut. Com. A. C. Davis.
- 4:15 Smoke screen by U. S. Navy laid by 2T3M Torpedo Bombing Planes accompanied by the "Three Sea Hawks".
- 4:30 Special event No. 8, 60 mile race—twelve laps—5 mile course, open to U. S. Navy Squadron VB2B.
- 5:00 Al Wilson in exhibition flight of Curtiss pusher.
- 5:00 to 7:00 Band Concert in Plaza.
- 5:15 Parachute jump demonstration by Archie P. Atherton famous ex-U. S. Marine parachutist instructor in Russell "Lobe" parachute.
- 5:20 Retreat ceremony.
- Intermission for inspection of Aeronautical Exposition

NIGHT PROGRAM

- 7:15 Band Concert. L. A. Boy Scout Band.
- 7:30 Night formation flying by U. S. Marine Corps.
- 8:00 to 9:00 Air Extravaganza.
- 9:15 Specially equipped airplane will demonstrate new invention being directed by signals from the ground.
- 9:30 Al Wilson in night flying accompanied by spectacular fireworks display emitted from airplane while being maneuvered in mid-air.
- 9:45 Spectacular fireworks under supervision of Norman Manning.

MONDAY, SEPTEMBER 10th—Navy Day

DAY PROGRAM

- Finish of Transcontinental Race Class A. B. C.**
- 7:30 Amateur airplane model building and flying contest.
- 11:55 Salutes and flag raising ceremony.
- 12:00 Mass formation of U. S. Navy Squadrons consisting of one hundred sixty one of the finest airplanes.
- 2:45 Band Concert. Navy Band.
- 1:30-3:00 Open for arrival of Transcontinental races, A. B. C.
- 3:00 Exhibition by "Dare Devil" Al Wilson.
- 3:15 U. S. Army formation flying by 91st Observation Squadron.
- 3:30 Formation flying by U. S. Marine Corps, Observation Squadron No. 8.
- 3:45 Squadron formation and straffing attack by VB2B Squadron U. S. Navy.
- 4:00 Spectacular flying by the "Three Sea Hawks" by Lieutenants Tomlinson, Davis and Storres under Lieut. Commander A. C. Davis.
- 4:30 Dive bombing formations and competition, dropping bombs to target from Luffberry circle formation by U. S. Marine Observation Squadron No. 8.
- 4:50 Special exhibition by Al Wilson in 1910 Curtiss pusher.

(Continued on page 22)



DUDLEY M. STEELE
Chairman Contest Committee

SOUTHERN CALIFORNIA CHAPTER NATIONAL AERONAUTICAL ASSOCIATION

The award of the 1928 National Air Races was secured for Southern California through the efforts of the Southern California Chapter of the N. A. A. and the activities of the California Air Race, Assn. the non-profit corporation, brought into existence to handle the event 1928 Air Races and Aeronautical Exposition.

Officers and Directors of the Southern California Chapter of the Aeronautical Association.

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Walter Ham, *Vice-President*
Charles Willard, *Treasurer*
Cliff Henderson, *Secretary*

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Theodore Hull
Harry Wetzel
Dudley Steele
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Robert Pritchard

SPECIAL EVENT NO. 1 FOR BREAKING WORLD'S AIRLINE DISTANCE RECORD

(At present held by Chamberlin, 3911 miles)
\$5,000.00 CASH AND VALUABLE TROPHIES

Open to any airplane powered with any type motor. Cubic inch displacement unlimited. All planes entered are licensed by the Department of Commerce, either experimental or regular. All pilots competing are citizens of the United States and licensed by the Department of Commerce.

Flight will be conducted under the rules of the F. A. I. "Federation Aeronautique Internationale".
Takeoff and landing must be from the field on which the 1928 National Air Races will be held. Such takeoff and landing must be within the period of time that the National Air Races are held in Los Angeles, viz., September 8th to September 16th, 1928.

SPECIAL EVENT NO. 2 FOR BREAKING WORLD'S ENDURANCE RECORD

PRIZES—\$7,000.00 IN CASH AND VALUABLE TROPHIES

Open to any type airplane powered with any type motor or motors. Cubic inch displacement unlimited. All planes must be licensed by the Department of Commerce, either experimental or regular.

Flight must be conducted under the rules of the F. A. I. "Federation Aeronautique Internationale".

Takeoff and landing must be from the field on which the 1928 National Air Races will be held. Such takeoff and landing must be within the period of time that the National Air Races are held in Los Angeles, viz., September 8th to September 16th, 1928.

SPECIAL EVENT NO. 3 AIR PLANE MODEL BUILDING CONTEST

FRIDAY, SEPTEMBER 14th. 5:15 P. M.

PRIZES—\$750.00 IN VALUABLE TROPHIES

Open to any boy or girl 18 or under, resident of the State of California. Limited to residents of CALIFORNIA ONLY.

SPECIAL EVENT NO. 4 FLYING MODEL CONTEST

MONDAY, SEPTEMBER 10th. 10:00 A. M.

PRIZES—\$750.00 IN VALUABLE TROPHIES—Open to any boy or girl 18 or under.

SPECIAL EVENT No. 5 RACE FOR ATTACK TYPE PLANES

Closed Event for Members of U. S. Marine Observation Squadron No. 8

TUESDAY, SEPTEMBER 11th. 3:00 P. M.

INDIVIDUAL TROPHIES 4 PLACES—Distance 50 miles—10 laps of 5-mile course

CONDITIONS OF CONTEST

The race is open to attack type of Military planes of U. S. Marine Observation Squadron No. 8

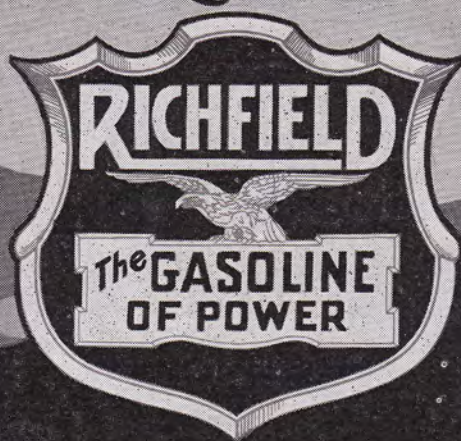
FINISH—The finish time will be taken when each plane crosses the finish line between the marks defining this line after having completed the full course of 50 miles.

WINNER—Of the first place shall be the pilot who has completed the full course of 50 miles in the shortest elapsed time, and the second place the second best time, etc., provided the pilot is not disqualified.

RICHFIELD



**USED BY WILKINS
POLAR FLIGHT.
WESTERN AIR
EXPRESS. MADDUX
AIR LINES**



SPECIAL EVENT No. 6

RACE FOR ATTACK TYPE PLANES

Closed Event for Pilots of Third Attack Group

WEDNESDAY, SEPTEMBER 12th. 4:00 P. M.

For MASON M. PATRICK TROPHY

Distance 120 miles—12 laps of 10-mile course

PROVISIONS OF DEED OF GIFT

The Mason M. Patrick Trophy was donated to the U. S. Air Corps by Hon. F. Trubee Davison, Assistant Secretary of War for annual competition by commissioned pilots of the Third Attack Group—U. S. Air Corps.

CONDITIONS OF CONTEST

The race is open to attack type military planes of the Third Attack Group.

FINISH

The finishing time will be taken when each plane crosses the finish line between the marks defining this line after having completed the full course of 120 miles.

WINNER

Of the first place shall be the pilot who has completed the full course of 120 miles in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

SPECIAL EVENT No. 7

RACE FOR PURSUIT TYPE PLANES

Closed Event for Pilots of First Pursuit Group

WEDNESDAY, SEPTEMBER 12th. 3:00 P. M.

For JOHN L. MITCHEL TROPHY

Distance 120 miles—12 laps of 10-miles course

PROVISIONS OF DEED OF GIFT

The Trophy is offered by William Mitchell in memory of his brother, John L. Mitchel, killed in the World War.

CONDITIONS OF CONTEST

This trophy is awarded annually in a race open to pursuit planes of the First Pursuit Group, U. S. Air Corps.

FINISH

The finishing time will be taken when each plane crosses the finish line between the marks defining this line after having completed the full course of 120 miles.

WINNER

Of the first place shall be the pilot who has completed the full course of 120 miles in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

EVENT NO. 1

RELAY RACE

(Civilians Only)

40 miles—Each ship to fly 2 laps of 5 mile course

THURSDAY, SEPTEMBER 13th. 2:30 P. M.

PRIZES—\$1,500.00

First—\$150.00 to each pilot of winning team.
Second— 75.00 to each pilot of second team.
Third— 50.00 to each pilot of third team.
Fourth— 25.00 to each pilot of fourth team.

CONDITIONS OF CONTEST

A maximum of four teams of 5 ships will be allowed to enter this race; the first five entries will constitute team No. 1, the second five team No. 2, the third five team No. 3, and the fourth five team No. 4. A total of thirty ships will be accepted. The first twenty will compete, the additional ten being held as alternates in case any of the first twenty fail to show or start. None but civilians entrants may compete in this race.

WINNER

The winners of this race will be the 1st team of 5 ships which has completed the required 2 laps each in the shortest time, if not disqualified.

EVENT NO. 2**510 CU. INCH CLASS. FREE FOR ALL**

(Civilians Only)

Open to all type ships powered with motors of 510 cubic inch displacement or less
Distance 50 miles—10 laps of 5 mile course

THURSDAY, SEPTEMBER 13th. 4:30 P. M.

PRIZES—\$2,500.00			
Winner.....	\$1200.00	Third.....	\$400.00
Second.....	600.00	Fourth.....	200.00
Fifth.....			\$100.00

CONDITIONS OF CONTEST

All airplanes must carry a total of 340 pounds.

FINISH

The finishing time will be taken as each plane flies across finish line after having completed the 10 laps as prescribed.

WINNER

The winner of first place shall be the pilot who has completed 10 laps of the 5-miles course (50 miles) in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

EVENT NO. 3**720 CU. INCH CLASS. FREE FOR ALL**

(Civilians Only)

Open to all type ships powered with motors of 720 cubic inch displacement or less
Distance 50 miles—10 laps of 5 mile course

THURSDAY, SEPTEMBER 13th. 5:15 P. M.

PRIZES—\$1,500.00			
First.....	\$700.00	Third.....	\$250.00
Second.....	400.00	Fourth.....	150.00

CONDITIONS OF CONTEST

All airplanes must carry a load of 340 pounds.

FINISH

The finishing time will be taken as each plane flies across finish line after having completed the 10 laps as prescribed.

WINNER

The winner of first place shall be the pilot who has completed 10 laps of the 5-mile course (50 miles) in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

EVENT NO. 4**800 CU. INCH CLASS. FREE FOR ALL**

(Civilians Only)

Open to all type open cockpit type ships powered with motor of 800 cubic inch displacement or less.
All ships to carry a total of 340 pounds which includes weight of pilot.
Distance 75 miles—15 laps of 5 mile course

FRIDAY, SEPTEMBER 14th. 1:30 P. M.

PRIZES—\$3,500.00			
First.....	\$1500.00	Fourth.....	\$350.00
Second.....	800.00	Fifth.....	250.00
Third.....	500.00	Sixth.....	100.00

FINISH

The finishing time will be taken as each plane flies across finish line after having completed the 15 laps as prescribed.

WINNER

The winning plane will be determined by the 1st plane that flies across the finish line after having completed 15 laps provided it is not disqualified. All planes will start "at rest" position with engines running.

EXECUTIVE PERSONNEL OF NATIONAL AIR RACES

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Ray Brockman, Chairman of Com. on Ground Operations
Gwynn Wilson, Bureau of Admissions and Traffic
F. K. Coleglazier, Comptroller and Office Manager
Lt. Victor M. Clark, Program Director and Field Master of Ceremonies
Phil Henderson, Concession Director

Norman Manning, Director of Special Attractions
Frank Martinetti, Personnel Lieutenant
J. J. Murray, Field Superintendent
A. C. Elder, Consulting Engineer
Kenneth Stonier, Editor and Manager of Air Race Program

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M O N D A Y
September Tenth
in each of our stores

DOBBS HATS

This is a most important week . . . Dobbs Autumn stylings are just ready for the men of Los Angeles, Hollywood and Pasadena

As air-minded men are intrigued by this splendid exposition of aircraft . . . so hat-minded men will find much of real interest in Dobbs Fall designing of headcraft ▲ ▲ ▲

We urge your inspection during Dobbs week . . . we promise an absorbing exhibition of America's most cleverly conceived headwear for men ▲ ▲

MULLEN & BLUETT

In Los Angeles
In Hollywood
In Pasadena

EVENT NO. 5**800 CU. INCH CLASS**

(Cabin Plane)

SPEED AND EFFICIENCY CONTEST. FREE FOR ALL

(Civilians Only)

FOR THE AVIATION TOWN AND COUNTRY CLUB OF DETROIT TROPHYOpen to all type cabin planes powered with motors of 800 cubic inch displacement or less
Distance 100 miles—20 laps of 5-mile course**SATURDAY, SEPTEMBER 15th. 1:30 P. M.**

SPEED		PRIZES—\$4000.00	EFFICIENCY	
First.....	\$750.00		First.....	\$1200.00
Second.....	450.00		Second.....	700.00
Third.....	200.00		Third.....	400.00
Fourth.....	100.00		Fourth.....	200.00

CONDITIONS OF CONTEST

Average speed greater than 80 miles per hour.

FINISH

The finishing time will be taken when each plane crosses the finish line after having completed 20 laps of the 5-mile course (100 miles).

WINNER (Speed)

Of first place shall be the pilot who has completed the full course in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

WINNER (Efficiency)

Winner of efficiency contest will be the pilot who has completed the full course of 20 laps (100 miles) with the highest figure of merit, providing the pilot is not disqualified. Second place to the pilot completing the course with the second highest figure, etc., providing the pilot is not disqualified.

EVENT NO. 6**AIR TRANSPORT SPEED AND EFFICIENCY CONTEST
UNLIMITED --- FREE FOR ALL****AIR TRANSPORT SPEED AND EFFICIENCY CONTEST
DETROIT NEWS AIR TRANSPORT TROPHY**

(Civilians Only)

Open to all type cabin planes, single, bi or tri motored ships. All planes to carry a minimum contest load of 1,000 pounds and to fly at a minimum speed of 80 miles per hour.
Distance 100 miles—20 laps of 5-mile course**SATURDAY, SEPTEMBER 15th. 3:30 P. M.**

SPEED		PRIZES—\$3,000.00	EFFICIENCY	
First.....	\$800.00		First.....	\$800.00
Second.....	500.00		Second.....	500.00
Third.....	200.00		Third.....	200.00

PROVISIONS OF DEED OF GIFT—(Extract)

(a) "The Detroit News Air Transport Trophy, donated by the Detroit News to the National Aeronautic Association, shall be competed for annually by airplanes or flying boats.

(b) "Such annual contest shall be in the nature of a race either around a closed circuit of from point to point and shall be conducted under such rules governing such race as may be prepared from time to time by the Contest Committee of the National Aeronautic Association.

(c) "The Trophy shall be awarded each year to the Aero Club or Chapter of the N. A. A., represented by the pilot of the winning machine, and this body shall be entitled to the possession of the trophy until one month prior to the next succeeding contest, at which time the trophy shall be returned to the National Aeronautic Association; suitable bonds for its proper care and return shall be required by the National Aeronautic Association from each and every person or organization into whose possession it shall at any time be delivered".

(d) Gold, Silver and Bronze, decorations will be given to the pilot winning first, second and third places.

WINNERS(a) **Speed:** The winner of first place shall be the pilot who has completed 20 laps of the course (100 miles) in the shortest time, and of second place, the second best time, etc., provided the pilot has not been disqualified.(b) **Efficiency:** The winner of the first place shall be the pilot who has completed 20 laps of the course (100 miles) with the highest figure of merit according to the following formula, and at an average speed of not less than 80 miles per hour:

Contest Load x M. P. H.

=Figure of Merit

Total cubic inch displacement divided by 4

Moffatt.....*then* Goebel

*in Record-smashing
flights with*



FROM Los Angeles to New York on 4 gallons of CYCOL was the record-making feat of Lieutenant R. C. Moffatt, well known Army Flier.

Five weeks later, aviation circles were startled with the news that Art Goebel, famous Honolulu Flight winner had bettered this record. 2845 miles this time, in 25 1/4 hours, using only 3 3/4 gallons of Cyclo!

That is more than 189 miles per quart of oil, little more than a pint per hour of flying time.

Associated Gasoline, Too

Both fliers enthusiastically endorsed the performance of Associated Gasoline also. "Wish to express appreciation for perfect service of Associated Gasoline and Cyclo Aero Oil"---wired Moffatt. And Goebel telegraphed---"Very much pleased with Associated Gasoline and Cyclo Oil. Engine performed perfectly and kept cool at all times."

Learn more about these products. Visit the Associated headquarters at the exposition.



ASSOCIATED OIL COMPANY

Sustained Quality Products

EVENT NO. 7

NATIONAL CHAMPIONSHIP PARACHUTE JUMPING CONTEST

Precision Landing
Open only to those in the U. S. Army and Navy or Marine Service

FRIDAY, SEPTEMBER 14th. 5:00 P. M.

PRIZES (Total)—\$1,000.00

First.....	\$350.00	Third.....	\$100.00
Second.....	200.00	Fourth.....	50.00

In addition to above prizes, a Daily Prize of \$100.00 will be given the jumper who comes closest to mark on each of the three days of the meet, provided jumper is not disqualified.

CONDITIONS OF CONTEST

Each contestant is required to jump from a minimum altitude of 1500 feet and land to a predetermined point in airport. All jumps will be made immediately following the last race event each day.

EVENT NO. 8

RACE FOR OBSERVATION TYPE AIRPLANES

(Military 2 Place Type Only)

FOR LIBERTY ENGINE BUILDERS' TROPHY

Distance 120 miles—12 laps of 10-mile course
Average speed of better than 90 miles must be maintained

THURSDAY, SEPTEMBER 13th. 3:30 P. M.

PRIZES—Individual trophy awards to first four place winners.

PROVISIONS OF DEED OF GIFT—(Extract)

- (a) "The Trophy shall be perpetual and competed for annually by observation type (two-place) airplanes.
- (b) "The annual contest shall be in the nature of a race either around a closed circuit or from point to point, and shall be conducted under such rules governing such race as may be prepared from time to time by the Contest Committee of the National Aeronautic Association. The Contest Committee, with the consent of the Board of Governors of the donee, shall have the privilege of conducting each such annual contest for the Liberty Engine Builders' Trophy, or of assigning this privilege, under sanction to any other club or organization.
- (c) "The trophy shall be awarded each year to the Aero Club or Chapter of the N. A. A. represented by the pilot of the winning machine, and this body shall be entitled to the possession of the trophy until one month prior to the next succeeding contest, at which time the trophy shall be returned to the National Aeronautic Association; suitable bonds for its proper care and return shall be required by the donee from each and every person or organization into whose possession the trophy shall at any time be delivered. Should the trophy be won by contestants from a foreign country, then it shall be awarded for the same period of time to the embassy of this country representing the foreign nations from which the winning contestants shall enter, or to the United States Air Service, according to the decision of the Contest Committee of the donee".
- (d) Gold, Silver and Bronze decorations will be given to the pilots winning first, second and third places.

WINNER

The winner of first place shall be the pilot who has completed the full course in the shortest elapsed time and of second place the second best time, etc., provided the pilot is not disqualified.

EVENT NO. 9

NAVY PURSUIT PLANE RACE

(Navy Service Pilots Only)

Distance 50 miles—5 laps of 10-mile course

FRIDAY, SEPTEMBER 14th. 2:30 P. M.

PRIZES—Individual trophy awards to first four place winners.

QUALIFICATIONS

Planes to enter this race must be of a type of which at least three are in service in U. S. Navy.

The Pilot must be in the U. S. Naval or Marine Service.

First four place winners are eligible to enter event No. 12. Alternates may be chosen but not more than four each from Army and Navy may participate.

WINNER

The winner shall be the pilot who has completed the full course of 50 miles in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

Compliments of
Boos Bros
Cafeterias

WORLD RENOWN EATING PLACES

436 SOUTH HILL STREET
 319 WEST FIFTH STREET
 328 SOUTH BROADWAY
 321 WEST FIFTH STREET

648 SOUTH BROADWAY
 618 SOUTH OLIVE STREET
 530 SOUTH HILL STREET
 and CATALINA ISLAND

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of the
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"DECORATORS WHO KNOW HOW"

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 Lighting Effects of Entrances, Buildings and Grounds, Supervised
 by Alexander H. Ramsay, of the Alen Staff

COMPLETE DECORATIONS for all
 OCCASIONS ON RENTAL BASIS

HALL DECORATIONS, EXHIBITS
 DECORATIVE BACKGROUNDS

2807 Sunset Boulevard

Telephone, OLympia 8628

EVENT NO. 10

ARMY PURSUIT PLANE RACE

(Army Service Pilots Only)
Distance 50 miles—5 laps of 10-mile course

FRIDAY, SEPTEMBER 14th

PRIZES—Individual trophy awards to first four place winners.

QUALIFICATIONS

Planes to enter this race must be of a type of which at least three are in service in U. S. Army.

The Pilot must be in the U. S. Army Service.

First four place winners are eligible to enter Event No. 12. Alternates may be chosen but not more than four each from Army or Navy may participate.

WINNER

The winner shall be the pilot who has completed the full course of 50 miles in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

EVENT NO. 11

NATIONAL GUARD RACE

Open to any two-place airplanes in the service of the National Guard at any point in the United States
Distance 100 miles—10 laps of 10-mile course

FRIDAY, SEPTEMBER 14th. 4:30 P. M.

PRIZES—\$1,000.00

First	\$500.00	Third	\$150.00
Second	300.00	Fourth	50.00

CONDITIONS OF CONTEST

- (a) This race is limited to National Guard training planes of two-place type flown by Regular National Guard Pilots.
(b) No special type plane is eligible. All types entered must be those of which there are at least three in service.

WINNER

The winner of first place shall be the pilot who has completed 10 laps of the 10-mile course (100 miles) in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

TRANSCONTINENTAL NON-STOP RACE

New York City to Los Angeles
(Civilians Only)

Ending at Los Angeles, California, Airport of the National Air Races

THURSDAY, SEPTEMBER 13th

PRIZES—\$22,500.00 AND VALUABLE TROPHIES

Winner	\$12,500.00	Third	\$3,000.00
Second	6,000.00	Fourth	1,000.00

Open to all type ships powered with any type motor, cubic inch displacement unlimited.

WINNER

The winner will be the pilot who completes the race in the shortest elapsed time, landing on Airport in Los Angeles where National Air Races are being held, providing he is not disqualified. Second place to the pilot making second fastest time, etc.

DEAD LINE FOR FINISH OF RACE

Contestants in this race finishing in Los Angeles, California, at Airport of National Air Races after 6:00 p. m., September 13, will not be eligible to participate in prize awards.

ELAPSED TIME

Is the time between starter's flag at New York City until ships wheels touch and remain on ground at Los Angeles, Airport of National Air Races.


START

This race may start at any time between 9:00 a. m., and 5:00 p. m., Eastern Standard Time, September 12th, 1928, unless in the opinion of the Official Starter, weather conditions are unfavorable.

AFFIDAVIT

All contestants finishing this race and eligible to prize awards will be required to appear before a Notary Public and make affidavit that they did not land or refuel their plane while in this race.

Los Angeles County

offers the manufacturer, the farmer
and investor Good Land, Cheap
Power, Water, Good Roads. 
Long Life and Happiness.



OLYMPIC GAMES 1932

LOS ANGELES COUNTY

California

Extends a most hearty welcome to participants in the
NATIONAL AIR RACES *and the*
AERONAUTICAL EXPOSITION

Los Angeles County is the Air Capital of the Nation

Thirty per cent of the air activity of the nation centers in Los Angeles County.

Forty per cent of the personnel engaged in air activity in the nation is stationed in Los Angeles County.

THESE ARE UNITED STATES DEPARTMENT OF COMMERCE FIGURES

The first airplane meet and air races ever held in America, were held in Los Angeles County.

The last word in commercial passenger planes operate on a model airline between Los Angeles County and San Francisco.

The first airplanes ever to fly completely around the world, were made in Los Angeles County.

The airplane in which Sir George Hubert Wilkins flew from Point Barrow to Spitzenberg, was made in Los Angeles County.

In Los Angeles-Long Beach harbor are stationed the nation's two greatest airplane carriers, the U. S. S. Lexington and U. S. S. Saratoga.





LOS ANGELES COUNTY

is endowed with a climate that permits year 'round flying. It has, within its confines, 50 private and municipal airports, splendidly equipped to handle aircraft of any size and in any numbers.

Los Angeles County produces airplanes known the world over—Douglas, Lockheed, Bach, Thunderbird, Kinner and others. It produces motors, instruments and parts in large quantities. New airplane factories are springing up in Los Angeles County continually. This is the home also of the first all-metal dirigible ever built.

Eight commercial passenger, mail, express and parcel lines operate daily into and out of Los Angeles County, the focal point of commercial air transportation in the West.

The Western Air Express operates the model air line between Los Angeles and San Francisco. This line was established by the Guggenheim Foundation as a reward for the Western Air Express Company's showing last year as operators of the most efficient and best paying air mail line in the nation.

The Western Air Express operates a mail and passenger line daily to and from Salt Lake City, connecting with the transcontinental air mail and passenger line to New York.

The Western Air Express operates a branch line to Cheyenne, Denver and Colorado Springs.

The Western Air Express operates a daily service between Catalina and the mainland.

The Maddux Air Line operates a daily service between Los Angeles and San Francisco via Bakersfield and Fresno.

The Maddux Air Line also operates a daily service between Los Angeles and San Diego via Long Beach and Santa Ana.

The Aero Corporation of California operates a regular passenger and parcel service between Los Angeles and Phoenix and Tuscon, Arizona.

The Pacific Air Transport operates a daily passenger and mail service between Los Angeles and Seattle.

Anyone interested in the production of aircraft or aircraft parts, is invited to investigate carefully the possibilities of Los Angeles County.

RICHFIELD WINS AGAIN



LOS ANGELES TO NEW YORK IN 18 HOURS 58 MINUTES

Flying a Wasp motored Lockheed-Vega monoplane using Richfield Aviation Gasoline exclusively, Art Goebel sets a new non-stop transcontinental record ...breaking by 7 hours and 52 minutes the old army record established by Macready and Kelly in 1924, and making the second successful non-stop flight from coast to coast in the history of aviation.

Accompanied by Harry Tucker, owner of the plane, Goebel left Los Angeles at 12:10 p. m. Sunday, Aug. 19th and arrived in New York less than nineteen hours later, averaging better than 140 m.p.h. throughout his record smashing trip.

Richfield was chosen because of its *proven* qualities of speed and power ... the same qualities which made it the choice of Wilkins in his famous 2300 mile non-stop flight over the pole last April ... that have won more speedway victories and world's records than all other gasolines combined!

EVENT NO. 12

MILITARY PURSUIT RACE

FREE FOR ALL

(Military Planes Only)

Distance 120 miles—12 laps of 10-mile course

SUNDAY, SEPTEMBER, 16th. 1:30 P. M.

PRIZES—Individual trophy awards to first four place winners.

CONDITIONS OF CONTEST

(a) This race is open to all Military or Naval planes of the pursuit type, including those of foreign countries; the planes to be government owned, and piloted by Military or Naval Officers.

(b) The type, design and specifications of the planes entered must be such as to qualify them as practical pursuit ships, and one or more of them must have been delivered to the War or Navy Departments of the United States, or to similar authority in countries other than the United States prior to July 1st, 1928.

FINISH

The finishing time will be taken when each plane crosses the finish line between the marks defining this line after having completed the full course of 120 miles.

WINNER

The winner shall be the pilot who has completed the full course of 120 miles in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

EVENT NO. 14

SPECIAL EVENT

Open to National Guard, Army and Navy Reserve

Pilots flying 180 P. T. training type two place airplanes powered only with 180 H. P. Hispano-Suiza motors

Distance 25 miles—5 laps of 5-mile course

SATURDAY, SEPTEMBER 15th. 5:00 P. M.

PRIZES—\$500.00

First.....	\$250.00
Second.....	125.00

Third.....	\$ 75.00
Fourth.....	50.00

CONDITIONS OF CONTEST

All planes must carry a total load of 340 pounds, which load will include pilot.

WINNER

The winner of first place shall be the pilot who has completed 25 miles (5 laps of 5-mile course) provided he is not disqualified; second place to pilot completing race in second fastest time, etc., provided pilot is not disqualified.

EVENT NO. 15

LIGHT AIRPLANE AND EFFICIENCY CONTEST

(Civilians Only)

Distance 50 miles—10 laps of 5-mile course

FRIDAY, SEPTEMBER 14th. 3:30 P. M.

PRIZES—\$3,000.00 AND VALUABLE TROPHIES

SPEED	
Winner.....	\$750.00
Second.....	375.00
Third.....	250.00
Fourth.....	125.00

EFFICIENCY	
Winner.....	\$750.00
Second.....	375.00
Third.....	250.00
Fourth.....	125.00

FINISH

The finishing time will be taken when each plane crosses the finish line in full flight after having completed 10 laps of the 5-mile course (50 miles).

WINNER (Speed)

The winner shall be the pilot who has completed the full course in the shortest elapsed time, and of second place the second best time, etc., provided the pilot is not disqualified.

WINNER (Efficiency)

Winner of efficiency contest will be the pilot who has completed the full course of 10 laps (50 miles) with the highest figure of merit, providing the pilot is not disqualified. Second place to the pilot completing the course with the second highest figure, etc., providing the pilot is not disqualified.

NATIONAL AIR RACE ASSOCIATION---*Officials for 1928*

REFEREE—Carl F. Schory, N. A. A. Contest Committee, Washington, D. C.

JUDGES—Captain E. L. Curtis, Airways Engineer U. S. Department of Commerce
Elmer Boeseke, Santa Barbara, California
Robert Thornby, Hollywood, California
Charles Keppen, Los Angeles Athletic Club.
Roscoe Vaughn, Wichita, Kansas
Dr. E. J. Lickley, City Prosecutor, L. A.

STARTER—Earle Ovington, Santa Barbara, California

ASST. STARTER—Winston Fuller, Richfield Oil Company, Los Angeles.

TIMERS—L. R. Feagans, Los Angeles
Robert Weaver, Los Angeles
Major Owen Bird, Los Angeles
Joseph Nikrent, Los Angeles
George Adair, Los Angeles
Sid Foster, Los Angeles

CONVENTIONS HELD IN LOS ANGELES SEPTEMBER 9th to 15th

California Development Association

The California Development Association is the Chamber of Commerce of California having offices in Los Angeles, San Francisco, Fresno, Sacramento, and Santa Rosa. The headquarters are located at 117 West 9th Street, Los Angeles. Meetings will be conducted at the Alexandria Hotel on September 13th and 14th consisting of three group conferences covering public education, finance, and insurance.

National Aeronautical Association

The National Aeronautic Association is a national organization composed of business men and flyers who are interested in development of American Aviation.

The activities of these chapters are directed toward accomplishing certain aeronautical results, such as the inauguration of airports, the obtaining of air industries in their respective communities, such assistance as possible to visiting pilots, obtaining through their city and state government proper legislation covering the use of airplanes within the state and the dissemination of all aeronautical information relative to the industry as a whole.

Headquarters are located at the Barr Building, 910 West Seventeenth Street, N. W. Washington, D. C.

The national convention of this organization is to be held in Los Angeles the 13-14-15 of September, headquarters will be at the Ambassador Hotel and sessions will be held the mornings of the above dates commencing at 9:30 and will be over about 11:00 o'clock. The convention will be completed by a banquet to be held at the Ambassador Hotel at 7:30 Saturday night.

Society of Automotive Engineers

This society is composed of engineers of the automotive industry, including the motor vehicle, airplane and motor boat industries. It is a national organization with over 6,000 members.

In California, there are two sections, the Northern California Section with headquarters in San Francisco and the Southern California Section with headquarters in Los Angeles. The headquarters of the national organization are at 29 West 39th Street, New York City.

On September 11th and 12th (during the event of the National Air Races) the National Society will have technical sessions in Los Angeles to which any one interested in the engineering side of aeronautics is invited to attend. They will be held at the Biltmore Hotel. Schedule of sessions may be obtained by calling the Biltmore Hotel.

Professional Pilots' Association

The Professional Pilots Association is a national organization with the majority of its membership residing in Los Angeles, however, within the next year, it is expected that membership will be extended through the United States. The headquarters at present time are located at the Pacific Aeromotive Corporation, 3417 Angeles Mesa Drive, Los Angeles.

NATIONAL AIR PORT EXECUTIVES CONVENTION

The National Executives Convention will be held Sept. 13-14-15 at the Alexandria Hotel. This is the first national gathering of airport executives brought together by a convention committee composed of E. N. Kelsey,

W. E. La Follette and Cliff Henderson. The convention will hold session for the purpose of effecting a permanent national organization and to hear papers by leading authorities on airport construction and operation. Mr. H. G. Hegardt of Oakland Airport acting temporary chairman.

AERONAUTICAL CHAMBER OF COMMERCE OF AMERICA

The membership of Aeronautical Chamber of Commerce of America includes the leading Aeronautical Manufacturers and Operators in America. Headquarters are located in New York City. During the Air Races the Chamber will hold its Southwestern Division Meeting at Mines Field. Details of the Meetings will be available from the Chamber Headquarters in the Exposition Building.

The Commercial Airplane Manufacturers Section of the Chamber will hold its third National Meeting Sept. 11 and 12 at 10:00 on the Exposition Grounds. All commercial airplane manufacturers are cordially invited to attend these meetings.

Trophy awards in addition to those pictured on page 26, photographs of which were not available on publication of program, are listed below together with events in which they are to be given as prizes.

TROPHIES TO DATE—AUGUST 29th, 1928

Transcontinental Class A. May Company, Popular Aviation Magazine and Russell "Lobe" Parachute Co.
Trans. Class B. Sid Grauman and Western Auto Supply
Trans. Class C. Elizabeth C. T. Miller Cup
Trans. Non-Stop. Airway Age Magazine and Colleen Moore

Cal. Class A. San Francisco Jr. Chamber of Commerce and Union Oil Co. and Harry Sperl Aero. Corp.

Cal. Class B. Oakland Chamber of Commerce

- | | |
|-------------|---|
| Event No. 1 | B. H. Dyas Company |
| " 2 | West Coast Theatres and California Compressed Gas Co. |
| " 3 | Western Flying Magazine |
| " 4 | A. C. Spark Plug Company |
| " 5 | Aviation Town and Country Club |
| " 6 | Detroit Air News Transport |
| " 8 | Liberty Engine Builders and Cal. Air Race Association |
| " 9 | California Air Race Association |
| " 10 | California Air Race Association |
| " 12 | Aero Digest Magazine and Douglas Co. |

Special. Barber and Baldwin Trophy and purse \$250.00 for most meritorious performance.

Special. Hearst Pacific Coast Cup for fastest time from San Francisco Bay district to L. A.

Special Event No. 6. Mason M. Patrick Trophy for pilots of Third Attack Group and Cal. Air Race Assn.

Special Event No. 7. John L. Mitchell Trophy for pilots of First Pursuit Group and Cal. Air Race Assn. trophy
Trophies for Model Building and Flying Contests from California Air Race Association.

HERE THEY COME!

Monoplanes -- biplanes --
Tri-motored -- passenger --
all of them protected -- or
should be -- especially when
COMPLETE INSURANCE PROTECTION
can be secured from the large
est insurance agency on the
West Coast at reasonable cost

"A DEPARTMENT FOR
EVERY LINE OF INSURANCE
AND A SPECIALIST FOR
EVERY FORM"

RULE & SONS, INC.

PACIFIC FINANCE BLDG.

LOS ANGELES

Booth 262-B

Watch for the LOCKHEED "Vegas"



We specialize in the
Preferred and Common
Shares

LOCKHEED AIRCRAFT COMPANY

Listed on the Los Angeles Curb Exchange



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A COMPLETE RANGE

OF

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TI-TWO

Registered Trade Mark

INCLUDING

Dope-proof paint, black, white, aluminum or grey
Clear nitrate and acetate dopes
Ti-Two colored one-material dope
Pigmented nitrate dopes
Flexible wing lacquer
Wood and metal lacquers
(for inside and outside finish)

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UNION, UNION COUNTY - NEW JERSEY

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NO SALE!

There was a time when a prospective plane
owner was required to pay cash --- or
--- no sale! But, that was --- yesterday.

Today, the commercial life of the West Coast
demands that the Aviation Industry be re-
cognized as an economic necessity.

Continuing our policy of assisting progress
wherever possible, we are pleased to announce
a complete financing and insurance plan,
which we believe will be of great benefit
to the dealer and the purchaser.

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Los Angeles

Booth 262-B

TRANSCONTINENTAL AIR RACE

NEW YORK TO LOS ANGELES
(Civilians Only)

MONDAY, SEPTEMBER 10th

PRIZES—\$40,000.00
\$35,000.00 in Class Prizes
\$5,000.00 Sweepstakes Prize

PRIZE AWARDS
Sweepstakes \$5,000.00

\$4,000.00 prize money to be awarded to the two ships making shortest elapsed time in race regardless of cubic inch displacement of motor or type of ship, provided pilots be not disqualified.

First..... \$2,500.00
Second..... 1,500.00

SPECIAL AWARD

\$1,000.00 to first Multi-Motored plane finishing

CLASS "A"—\$10,000.00

Open to all type ships powered with motors of 510 cubic inch displacement or less

First.....	\$5,000.00	Third.....	\$1,000.00	Fifth.....	\$500.00
Second.....	2,500.00	Fourth.....	700.00	Sixth.....	300.00

CLASS "B"—\$15,000.00

Open to all type ships powered with motors of more than 510 cubic inch displacement but not to exceed 800 cubic inch displacement.

First.....	\$7,000.00	Third.....	\$2,500.00	Fifth.....	\$700.00
Second.....	3,500.00	Fourth.....	1,000.00	Sixth.....	300.00

CLASS "C"—\$10,000.00

Open to all type ships powered with motors of more than 800 cubic inch displacement. (Either single, bi or tri motored ships are eligible in this event).

First.....	\$5,000.00	Third.....	\$1,500.00
Second.....	2,500.00	Fourth.....	700.00
		Fifth.....	\$300.00

RULES AND REGULATIONS

CLASS "A"—AIRPLANES

PLANE ELIGIBILITY

All types of standard stock model planes primarily designed for commercial flying, and having a capacity of at least one passenger besides pilot.

MOTORS

Ships may be powered with any motor whose cubic inch displacement does not exceed 510 cubic inch.

All airplanes entered are of a type of which at least two have been built and flight tested prior to August 1, 1928.

WINNERS

Winner will be the plane which completes the race in the shortest elapsed time, provided the pilot is not disqualified. Second place to plane making second shortest elapsed time, etc.

ELAPSED TIME DEFINED

Elapsed time is the time between zero starting time each morning of race until contestant's wheels touch and remain on ground at control stations, 30 minutes allowance at all control stations. Contestant remaining longer for any reason, except at Night Stops, does so on his own time.

DEAD LINE FOR FINISHING

Planes arriving at Los Angeles Airport of National Air Races after 6:00 p. m., September 10th, shall not be eligible for prize awards in this contest.

CLASS "A" CONTROL STOPS TRANSCONTINENTAL AIR RACE NEW YORK TO LOS ANGELES 510 cubic inch Class

		Miles	Total Daily Run	Compulsory Stops	Altitude of Field
9/5/28	New York City.....	0		START	
	Harrisburg, Pa.....	158		30 minutes	375 feet
	McKeesport, Pa.....	157		30 minutes	1150 feet
9/5/28	Columbus, Ohio.....	171	486	Night Stop	900 feet
9/6/28	Terre Haute, Ind.....	238		30 minutes	485 feet
	St. Louis.....	162		30 minutes	475 feet
9/6/28	Kansas City, Mo.....	240	640	Night Stop	1050 feet
9/7/28	Wichita, Kan.....	180		30 minutes	1350 feet
	Oklahoma City, Okla.....	153		30 minutes	1300 feet
9/7/28	Fort Worth, Texas.....	193	526	Night Stop	670 feet

(Continued on page 21)

TRANSCONTINENTAL RACE---Continued

RULES AND REGULATIONS

CLASS "A" CONTROL STOPS

9/8/28	Abilene, Texas.....	143		30 minutes	1790 feet
	Midland, Texas.....	143		30 minutes	2779 feet
	Pecos, Texas.....	95		30 minutes	2580 feet
9/8/28	El Paso, Texas.....	183	564	Night Stop	3900 feet
9/9/28	Lordsburg, N. M.....	139		30 minutes	4245 feet
	Tucson, Arizona.....	131		30 minutes	2400 feet
9/9/28	Yuma, Arizona.....	220	490	Night Stop	142 feet
9/10/28	Los Angeles, Calif.....	233	233	FINISH	
			2939		

Average distance between control stops—173 miles.

CLASS "B"—AIRPLANES

501 to 800 inclusive cubic inch displacement

PLANE ELIGIBILITY

All types of standard stock model planes primarily designed for commercial flying.

START

This race will start at 5:00 a. m., September 6th, unless, in the opinion of the Official Starter, the weather conditions are unfavorable.

All planes entered are of a type which at least two have been built and flight tested prior to August 1, 1928.

WINNERS

Winner will be the plane that completes the race in shortest elapsed time, provided the pilot is not disqualified. Second place to plane making second shortest elapsed time, etc.

ELAPSED TIME DEFINED

Elapsed time is the time between zero starting time each morning of race until contestant's wheels touch and remain on ground at control stations. 30 minutes allowance at all control stations. Contestant remaining longer for any reason, except at Night Stops, does so on his own time.

CLASS "B" Control Stops TRANSCONTINENTAL AIR RACE NEW YORK TO LOS ANGELES 800 cubic inch Class

		Miles	Total Daily Run	Compulsory Stops	Altitude of Field
9/6/28	New York City.....	0		START	
	McKeesport, Pa.....	315		30 minutes	1150 feet
	Columbus, Ohio.....	171		30 minutes	900 feet
	Terre Haute, Ind.....	238	724	Night Stop	485 feet
9/7/28	St. Louis, Mo.....	162		30 minutes	475 feet
	Kansas City, Mo.....	240		30 minutes	1050 feet
	Wichita, Kan.....	180		30 minutes	1350 feet
9/7/28	Oklahoma City, Okla.....	153	735	Night Stop	1300 feet
9/8/28	Fort Worth, Texas.....	193		30 minutes	500 feet
	Midland, Texas.....	286		30 minutes	2779 feet
	Pecos, Texas.....	95		30 minutes	2580 feet
9/8/28	El Paso, Texas.....	183	757	Night Stop	3900 feet
9/9/28	Tucson, Arizona.....	270		30 minutes	2400 feet
9/9/28	Yuma, Arizona.....	220	490	Night Stop	142 feet
9/10/28	Los Angeles, Calif.....	233	233	FINISH	
			2939		

Average distance between control stops—209 miles.

CLASS "C"—AIRPLANES

801 cubic inch displacement and up—unlimited

PLANE ELIGIBILITY

All types of standard stock model planes primarily designed for commercial flying and designed to carry at least four passengers and pilot.

Ships may be powered with any type motor or motors whose total cubic inch displacement is greater than 800.

LOAD

All airplanes must carry a total load of 640 pounds in addition to pilot.

(Continued on page 24)

Program for 1928 National Air Races---Continued

5:00 Demonstration parachute jump by Archie P. Atherton.

5:00 to 7:00 Band Concert in Plaza.

5:05 Retreat ceremony.

Intermission for inspection of Aeronautical Exposition

NIGHT PROGRAM

7:30 Band Concert. Navy Band.

7:45 Night formation flying by U. S. Navy.

8:00 to 9:00 Air Extravaganza.

9:00 Demonstration of parachute flares.

9:15 Specially equipped airplane will demonstrate new invention being directed by signals from the ground.

9:30 Al Wilson in night flying accompanied by spectacular fireworks display.

9:45 Spectacular fireworks under direction of Norman Manning.

TUESDAY, SEPTEMBER 11th, 1928—PAN AMERICAN DAY

DAY PROGRAM

2:30 Band Concert. Santa Monica Municipal Band.

2:40 Salutes and flag raising ceremony.

2:45 Exhibition of latest improved model flying locomotive and ancient early type pusher bi-plane piloted by "Dare Devil" Al Wilson.

3:00 Special Event No. 5. Refer to page 12.

3:30 Formation flying by U. S. Army 91st Observation Squadron.

3:30-4:45 Open for finish of Class "A" California Race, San Francisco to Los Angeles.

4:45 U. S. Navy VB2B Squadron in spectacular formation flying featuring the "Three Sea Hawks".

5:15 Exhibition parachute jumping by the U. S. Navy and U. S. Marine Corps.

5:30 Demonstration parachute jump by Archie P. Atherton.

5:00 to 7:00 Band Concert in Plaza.

Intermission for inspection of Aeronautical Exposition

NIGHT PROGRAM

7:30 Band Concert. Santa Monica Municipal Band.

7:45 Night formation flying, exhibition by VB2B Squadron U. S. Navy.

8:00-9:00 Air Extravaganza.

9:00 Demonstration of parachute flares.

9:15 Specially equipped airplane will demonstrate new invention being directed by signals from the ground.

9:30 Al Wilson in night flying accompanied by spectacular fireworks.

9:45 Spectacular fireworks display under supervision of Norman Manning.

WEDNESDAY, SEPTEMBER 12th, 1928—MOVY DAY DAY PROGRAM

Finish of International Race, Windsor, Canada to L. A.

1:15 Band Concert. Fort McAuthur Band.

1:25 Salutes and flag raising ceremony.

1:30 Special Event No. 6. Special event for pilots of Third Attack Group, U. S. Army. Attack type planes only, for Mason M. Patrick Trophy. 60 miles, six laps around a ten mile course.

2:00 Exhibition of latest improved model flying locomotive also ancient early type pusher bi-plane piloted by "Dare Devil" Al Wilson.

2:00-3:15 Open for finish of Class "B" Race from Oakland.

3:15 Bombardment attack formation by Second Bombardment Group, U. S. Army.

3:30 Special Event No. 7 Closed event for pilots of First Pursuit Group race. For pursuit type planes only, for the John L. Mitchell Trophy. Distance 60 miles, 5 laps around a 10 mile course.

4:15 U. S. Navy VB2B Squadron in spectacular formation flying featuring the "Three Sea Hawks".

4:45 Formation flying by Observation Squadron No. 8, U. S. Marine Corps.

5:00 Exhibition by Al Wilson in Curtiss pusher also flying locomotive in action.

5:05 Retreat ceremony.

5:00 to 7:00 Band Concert in Plaza.

Intermission for inspection of Aeronautical Exposition

NIGHT PROGRAM

7:45 Band Concert. Fort McAuthur Band in Plaza.

8:00-9:00 Air Extravaganza.

9:00 Airplane with new invention will be signalled from the ground and pilot will go through series of maneuvers at the command of the ground operator.

9:15 Demonstration of parachute flares. These flares are four hundred thousand candle power and guide the night flyer to safety in case of forced landing in the dark.

9:45 Al Wilson in night flying exhibition, accompanied by spectacular fireworks display emitted from air-plane while being maneuvered in mid-air.

10:00 Spectacular fireworks under supervision of Norman Manning.

THURSDAY, SEPTEMBER 13th, 1928—FAMOUS

FLYERS DAY

DAY PROGRAM

Special participations by Lions Clubs of California
Finish of Transcontinental non-stop race—New York to Los Angeles

11:30 Lions Club famous flyers mass luncheon sponsored by Inglewood Lions Club.

2:30 Band Concert. Elk's Band No. 99.

2:40 Salutes and flag raising ceremony.

2:45 Formation and battle maneuvering exhibition by 95th Pursuit Squadron, U. S. Army.

Program for 1928 National Air Races---Continued

- 3:00 Formation and spectacular flying exhibition by the VB2B Squadron, U.S. Navy, featuring the "Three Sea Hawks".
- 3:30 Event No. 1. Civilians only. 40 miles. Prizes \$1500.00.
- 4:00 Al Wilson with pusher type airplane, also the flying air locomotive.
- 4:10 Event No. 8. Refer to Page 14.
- 4:40 Event No. 2. Refer to Page 10.
NOTE:—First two heats will be run on this day, finals on Friday, September the 14th.
- 5:30 Famous Flyers ceremony.
- 6:00 Event No. 3. Civilians only. 720 cu. in. displacement. 50 miles, 10 laps of a 5 mile course. Prizes \$1500.00.
- 6:45 Demonstration parachute jump by Archie P. Atherton in Russell "Lobe" parachute.
- 5:00 to 7:00 Concert in Plaza.
- Intermission for inspection of Aeronautical Exposition

NIGHT PROGRAM

- 7:45 Band Concert. Elk's Band No. 99 in Plaza.
- 8:00-9:00 Air Extravaganza.
- 9:00 Specially equipped airplane will demonstrate new invention being directed by signals from the ground.
- 9:15 Demonstration of parachute flares.
- 9:45 Al Wilson in night flying accompanied by spectacular fireworks.
- 10:00 Spectacular fireworks directed by Norman Manning.

FRIDAY, SEPTEMBER 14th, 1928—CHAMBER OF COMMERCE DAY DAY PROGRAM

- 12:55 Salutes and flag raising ceremony.
- 1:00 Band Concert. Pasadena Fire Department.
- 1:10 Al Wilson with pusher type airplane, also the flying air locomotive.
- 1:15 Finals in Event No. 2 Refer to Page 10.
- 2:00 Formation and spectacular flying exhibition by the VB2B Squadron U. S. Navy, featuring the "Three Sea Hawks" in battle maneuvers.
- 2:15 Event No. 4. Refer to Page 10.
- 3:05 Event No. 9. Refer to Page 14.
- 3:35 Event No. 15. Refer to Page 17.
- 4:20 Event No. 11. Refer to Page 16.
- 5:00 Event No. 10. Refer to Page 16.
- 5:30 Event No. 7. Refer to Page 7.
- 5:30 to 7:30 L. A. Shrine Band Concert in Plaza.

Intermission for inspection of Aeronautical Exposition

NIGHT PROGRAM

- 7:45 Band Concert.
- 8:00-9:00 Air Extravaganza.
- 9:00 Night flying formation by VB2B Squadron, U. S. Navy.
- 9:30 Demonstration of specially equipped airplane being directed by special signals from the ground.
- 9:45 Demonstration of parachute flares. These flares are four hundred thousand candle power. Are used to guide the night flyer to safety in case of forced landing in the dark.

- 10:00 Al Wilson in night flying, accompanied by spectacular fireworks display emitted from airplane while being maneuvered in mid-air.
- 10:15 Spectacular fireworks directed by Norman Manning.

SATURDAY, SEPTEMBER 15th, 1928—ARMY DAY DAY PROGRAM

- 11:30 Chamber of Commerce luncheon for famous flyers sponsored by Inglewood Chamber of Commerce.
- 12:25 Salutes and flag raising ceremony.
- 12:30 Formation and exhibition flying by Marsh Field Squadron, 9PT3 and 9DH, Airplanes of U. S. Army.
- 1:00 Band Concert.
- 1:10 Exhibition by Al Wilson, accompanied by improved model flying locomotive.
- 1:20 Event No. 5. Refer to Page 12.
- 2:00 Formation and spectacular flying by 95th Pursuit Squadron with three specials in grand finale, U. S. Army.
- 2:15 Spectacular formation and battle maneuvering by the VB2B Squadron, U. S. Navy, featuring "Three Ses Hawks."
- 2:30 Event No. 6. Refer to Page 12.
- 3:15 Event No. 14. 25 mile race, open to National Guard and U. S. Army and U. S. Navy Reserve. Pilots flying P. T. training type 2 place airplane powered only with 180 H. P. Hispano-Suiza motors.
- 3:45 Event No. 7 National championship parachute jumping contest. Precision landing. Only those in U. S. Army, Navy or Marine Service may participate. Prizes \$1000.00.
- 4:30 Blowing up village by U. S. Navy Squadron VB2B flying in battle formation.
- 5:05 Retreat ceremony.
- Intermission for inspection of Aeronautical Exposition
- 5:00 to 7:00 Band Concert in Plaza.

NIGHT PROGRAM

- 7:45 Band Concert. Fort McArthur Band.
- 8:00-9:00 Air Extravaganza.
- 9:00 Demonstration of specially equipped airplane being directed by special signals from the ground.
- 9:15 Demonstration of parachute flares. These flares are four hundred thousand candle power and guide the night flyer to safety in case of forced landing in the dark.
- 9:30 Spectacular fireworks display emitted from airplane by Al Wilson.
- 9:45 Spectacular fireworks display directed by Norman Manning.

SUNDAY, SEPTEMBER 16th, 1928 LOS ANGELES MUNICIPAL AIRPORT DAY

DAY PROGRAM

- 12:55 Salutes and flag raising ceremony.
- 1:00 Band Concert. L. A. Fire Department Band.
- 1:10 Al Wilson in early type pusher bi-plane, also the improved model flying locomotive.
- 1:20 Spectacular formation flying by Observation Squadron No. 8, U. S. Marine Corps.
- 1:30 Event No. 12. Military Pursuit Race. Free for All. Military planes only. 60 miles, 6 laps around a 10 mile course. Individual trophy awards to first four place winners.

(Concluded on page 27)

TRANSCONTINENTAL AIR RACE---Continued

RULES AND REGULATIONS

CLASS "C" AIRPLANES

WINNERS

Winner will be the plane that completes the race in the shortest elapsed time provided the pilot is not disqualified. Second place to plane making second shortest elapsed time, etc.

ELAPSED TIME DEFINED

Elapsed time is the time between zero starting time each morning of race until contestant's wheels touch and remain on ground at control station. 30 minutes allowance at all control stations. Contestant remaining longer for any reason, except at Night Stops, does so on his own time.

DEAD LINE FOR FINISHING

Planes arriving at Los Angeles Airport of National Air Races after 6:00 p. m., September 10th, shall not be eligible for prize awards in this contest.

CLASS "C"—Control Stops TRANSCONTINENTAL AIR RACE—NEW YORK TO LOS ANGELES

		Unlimited Class			
		Miles	Total Daily Run	Compulsory Stops	Altitude of Field
9/6/28	New York City.....	0		START	
	McKeesport, Pa.....	315		30 minutes	1150 feet
	Columbus, Ohio.....	171		30 minutes	900 feet
	Terre Haute, Ind.....	238	724	Night Stop	485 feet
9/7/28	St. Louis, Mo.....	162		30 minutes	475 feet
	Kansas City, Mo.....	240		30 minutes	1050 feet
	Wichita, Kan.....	180		30 minutes	1350 feet
9/7/28	Oklahoma City, Okla.....	153	735	Night Stop	1300 feet
9/8/28	Fort Worth, Texas.....	193		30 minutes	500 feet
	Midland, Texas.....	286		30 minutes	2779 feet
	Pecos, Texas.....	95		30 minutes	2580 feet
9/8/28	El Paso, Texas.....	183	757	Night Stop	3900 feet
9/9/28	Tucson, Arizona.....	270		30 minutes	2400 feet
9/9/28	Yuma, Arizona.....	220	490	Night Stop	142 feet
9/10/28	Los Angeles, Calif.....	233	233	FINISH	
			2939		

Average distance between control stops—209 miles.

CROSS COUNTRY RACE

CLASS "A"—SAN FRANCISCO TO LOS ANGELES

CLASS "B"—OAKLAND AIRPORT TO LOS ANGELES

WEDNESDAY, SEPTEMBER 12th. 3:00 P. M.

CLASS "A"—Open to all type ships powered with motors of 510 cubic inch displacement or less.
CLASS "B"—Open to all type ships powered with motors of 800 cubic inch displacement or less.

CLASS "A" PRIZES—\$2,000 AND VALUABLE TROPHIES

Winner.....	\$1,000	Third.....	\$ 250
Second.....	500	Fourth.....	150
	Fifth.....		\$100.00

CLASS "B" PRIZES—\$3,000.00 AND VALUABLE TROPHIES

Winner.....	\$1,250.00	Third.....	\$500.00
Second.....	800.00	Fourth.....	300.00
	Fifth.....		\$150.00

PLANE ELIGIBILITY—CLASS "A"

Open to all types of standard stock model planes primarily designed for commercial flying and having a capacity of at least one passenger besides pilot. All airplanes entered must be of a type of which at least two have been tested and flown prior to August 1, 1928.

ROUTE OF RACE—CLASS "A"

Mills Field, San Francisco to Municipal Field—Visalia, thence to National Air Races Airport at Los Angeles. There will be a 30 minute compulsory stop at the control station.

CLASS "B" AIRPLANES

PLANE ELIGIBILITY

All types of standard stock model planes primarily designed for commercial flying and designed to carry at least two passengers and pilot.

STOPS

There will be a 30 minute compulsory stop at Control Station at the Kern County Airport.

WINNERS

Winner will be the plane who completes the race in shortest elapsed time provided the pilot is not disqualified. Second place to plane making second shortest elapsed time, etc.

PAN-AMERICAN AIR RACE

Mexico City to Los Angeles

(Open to Citizens of Latin-America Only)

Ending at Los Angeles, California, Airport of the National Air Races

TUESDAY, SEPTEMBER 11th

PRIZES—\$10,000 AND VALUABLE TROPHIES

PLANE ELIGIBILITY

Open to all type planes.

MOTORS

Ships may be powered with any number, any type motor, of unlimited cubic inch displacement.

WINNERS

Winner will be the pilot who completes the race in shortest elapsed time provided the pilot is not disqualified. Second place to plane making second shortest elapsed time, etc.

ELAPSED TIME DEFINED

Elapsed time is the time between zero starting time each morning of race until contestants wheels touch and remain on ground at control station. 30 minutes allowance at all control stations. Contestant remaining longer for any reason, except at Night Stops, does so on his own time.

CONTROL STATIONS

Control station locations were not available at the time this program went to press.

INTERNATIONAL AIR RACE

Windsor, Canada, to Los Angeles

(Open to Citizens of Canada Only)

Ending at Los Angeles, California, Airport of the National Air Races

WEDNESDAY, SEPTEMBER 12th

PRIZES—\$10,000 AND VALUABLE TROPHIES

Winner.....	\$5,000.00	Third.....	\$1,500.00
Second.....	2,500.00	Fourth.....	1,000.00

PLANE ELIGIBILITY

Open to all type planes.

MOTORS

Motors may be of any cubic inch displacement up to but not to exceed 800 cubic inches.

WINNERS

Winner will be the plane that completes the race in shortest elapsed time provided the pilot is not disqualified. Second place to plane making second shortest elapsed time, etc. This race is not a non-stop race but must comply with control station requirements.

ELAPSED TIME DEFINED

Elapsed time is the time between zero starting time each morning of race until contestants wheels touch and remain on ground at control stations. 30 minutes allowance at all control stations. Contestant remaining longer for any reason, except at Night Stops, does so on his own time.

START

This race will start at 5:00 a. m., Sunday, September 9th, 1928, unless in the opinion of the Official Starter the weather conditions are unfavorable.

—CONTROL STOP—

	Miles	Total Daily Run	Compulsory Stops	Altitude of Field
9/9/28 Windsor, Canada.....	0		START	
Chicago, Ill.....	247		30 minutes	800 feet
Iowa City, Ia.....	200		30 minutes	685 feet
9/9/28 Omaha, Neb.....	233	680	Night Stop	1040 feet
9/10/28 North Platte, Neb.....	251		30 minutes	2820 feet
Cheyenne, Wyo.....	212		30 minutes	6101 feet
9/10/28 Rock Springs, Wyo.....	233	696	Night Stop	6261 feet
9/11/28 Salt Lake City, Utah.....	156		30 minutes	4300 feet
Milford, Utah.....	160		30 minutes	4962 feet
9/11/28 Las Vegas, Nevada.....	218	534	Night Stop	2028 feet
9/12/28 Los Angeles, Calif.....	235	235	FINISH	
		2145		

Average distance between control stops—238 miles.



Partial List of Trophies to be Awarded During The National Air Races

- | | |
|---|--|
| 1. Aviation Town and Country Club Trophy for light Commercial Aeroplanes. | 6. Major General M. M. Patrick Trophy. |
| 2. Western Flying Magazine Trophy. | 7. The Elizabeth C. T. Miller Trophy. |
| 3. Detroit News Air Transport Trophy—perpetual. | 8. B. H. Dyas Company Trophy. |
| 4. General Mitchell Trophy. | 9. May Company Trophy. |
| 5. Colleen Moore Trophy. | 10. Liberty Engine Builders Trophy. |
| | 11. Western Auto Supply Company Trophy. |
| | 12. Santa Monica American Legion Perpetual Trophy. |

Refer to page 18 for additional trophy awards.



CLIFF HENDERSON
Managing Director
National Air Races and Aeronautical Exposition

The Romance of a Barley Field

By **ROBERT J. PRITCHARD**
Editor of Western Flying Magazine

TRANSFORMATION of a barley field into one of the most complete and up-to-the-minute airports in the world in just 58 days is the feat accomplished by officials of the California Air Race Association in preparing Mines Field for the 1928 National Air Races and Aeronautical Exposition.

The construction program, which has been carried out in its entirety in less than two months, included the laying out, grading and oiling of three runways, each 7000 feet long, the erection of an exposition building, of 200,000 square feet, the building of a grandstand, which required a special shipment here of a boatload of lumber from the Northwest, erection of seven miles of fence, grading of 14½ miles of road, installation of all utilities including water, electricity, telephones, gas and sanitation facilities.

Ticket offices, building for concessionaires, an administration building, several small club buildings for army and navy officers, a press box, a contest committee judging stand, and countless other minor construction details were included in the program.

Problems in connection with the handling of the big meet have involved the direct employment of more than 1,000 men and women, and the indirect organization and supervision of 4,000 other persons; facilities for the parking of 38,000 motor cars; arrangements for the serving of approximately 100,000 meals each day during the nine days of the meet; and the creation of a traffic plan which assures ease of automobile entrance to and egress from Mines Field.

California Air Race Association executives, who have had in charge this work, have spared no time or expense in preparation for the event, and their confidence in the success of the project has been more than justified by the response of the aeronautical fraternity to the affair.

The exposition has attracted the exhibits of more than 200 manufacturers of aviation equipment, the displays including completed airplanes, motors, aviation toggery, exhibits of aeronautical schools, and countless other products directly allied to the industry. Here under one roof are assembled products valued at more than \$2,000,000.

The air race program has attracted to Southern California the greatest array of flying talent ever to gather for an occasion of this nature. The transcontinental races, in drawing entries of more than 70 flyers, have aroused unprecedented interest. Army, Navy and Marine corps officials have co-operated in every way to assure the success of the meet.

A number of national conventions of aeronautical organizations are being held in Los Angeles during the meet, among them the national get-togethers of the National Aeronautical Association, Professional Pilots' Association, Mail Pilots' Association, Society of Automotive Engineers, and the first meeting of the newly formed body of airport executives.

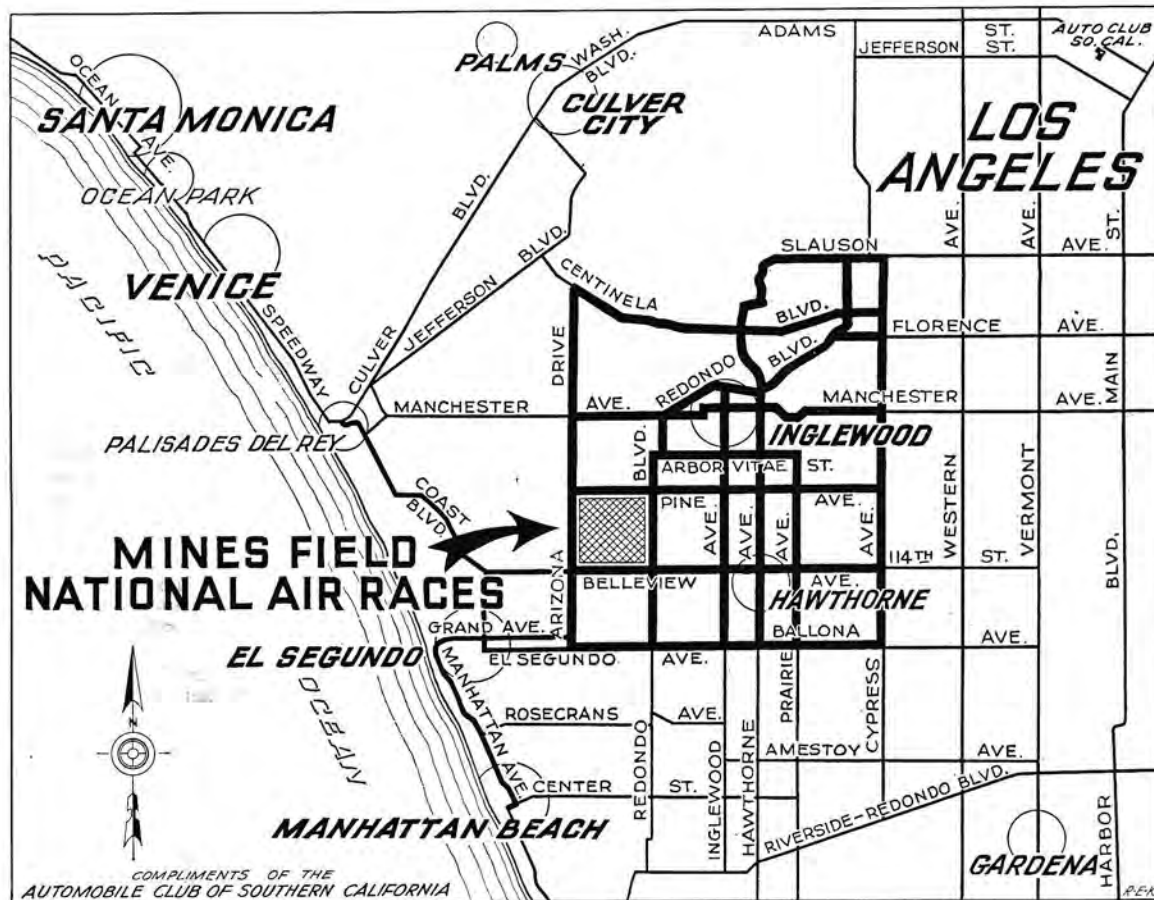
Upon the termination of the air races and exposition, Los Angeles will take over Mines Field as its official municipal airport. There is romance in the story of this field—a barley field in July, 1928, scene of the 1928 National Air Races and Aeronautical Exposition in September, 1928, and a busy municipal airport, humming with activity in October, 1928.

Program for 1928 National Air Races---Continued

- 2:00 Special Event No. 9. Dead Stick Landings.
- 2:30 Formation and spectacular flying exhibition by the VB2B Squadron, U. S. Navy, featuring the "Three Sea Hawks" in battle maneuvers and fancy flying.
- 3:00 Event No. 7. National championship parachute jumping contest, precision landing. Only those in U. S. Army, Navy or Marine Service may participate. Prizes \$1000.00.
- 4:00 Spectacular formation and battle maneuvers by the 95th Pursuit Squadron U. S. Army, featuring the three specials in a grand finale.
- 4:30 Al Wilson and his pusher type airplane also the improved model flying locomotive.
- 4:45 U. S. Army attack captive balloon in battle formation. During this attack balloon will be blown up.
- 5:00 Retreat ceremony.
- Intermission for inspection of Aeronautical Exposition
- 5:00 to 7:00 Band Concert. L. A. Fire Department Band.

NIGHT PROGRAM

- 7:45 Band Concert. L. A. Fire Department Band.
- 8:00-9:00 Air Extravaganza.
- 9:00 Airplane from California Aerial Transport Co., will demonstrate a new signal device on a specially lighted airplane, who will go through maneuvers in the air at the command of the operator on the ground.
- 9:15 Demonstration of parachute flares. These flares are four hundred thousand candle power and guide the night flyer to safety in case of forced landing in the dark.
- 9:30 Al Wilson presents spectacular fireworks display emitted from airplane while maneuvering in mid-air.
- 9:45 Spectacular fireworks directed by Norman Manning.
- 10:00 Closing ceremony of 1928 Air Races and Aeronautical Exposition.



STUDY THIS MAP!

PICK OUT YOUR ROUTE AND STICK TO IT!

Contact one of the major arteries emphasized by the heavy lines upon the above map.

These roads have been improved for the special purpose of taking care of traffic throughout the Air Meet. They will be manned by Traffic Police whose object will be to speed up the traffic going to and from the Field.

Our traffic plan provides facilities for passing into and parking within the free parking space in the Field, 4,000 cars per hour. Please co-operate by using the controlled highways.

No parking will be allowed anywhere within a mile of the Field.

**FREE PARKING SPACE FOR 37,000 CARS HAS BEEN PROVIDED
WITHIN THE FIELD**

TAKE L. A. RAILWAY "E" CARS TO MINES FIELD

History of National Air Races

By PORTER ADAMS

IT seems particularly fitting and proper that in the year of the twenty-fifth anniversary of the first power flight in heavier-than-air craft there should be held what promises to be the greatest of all National Air Races and an event



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PORTER ADAMS

President National Aeronautical Association

which in its scope and support seems in every way worthy of the silver anniversary of human flight. In this connection a brief resume of the progress of air competition through intervening years may be of interest.

According to the files of the Contest Committee of the National Aeronautic Association, the first trophy for heavier-than-air craft competition was offered by Ernest Archdeacon who in 1903 offered the Archdeacon Cup and a cash prize for the first officially recorded flight in excess of twenty-five meters. This trophy was won by Santos Dumont who on October 23, 1906, successfully completed a pre-arranged flight of 164 feet under the rigid observation of duly appointed representatives of the Aero Club of France. During the next few years many prizes were offered both in this country and abroad to stimu-

late interest in heavier-than-air activities and for the improvement of air craft and engines. Following the war, the first race for high speed flying for the Pulitzer Trophy was held at Mitchel Field on November 25, 1920. The race was won by then Lieutenant C. C. Moseley of the Army Air Service, flying a Verville-Packard, who completed the Pulitzer course at a speed of 156.5 miles per hour. And during the next five years, the speed in this event was rapidly increased until at the last Pulitzer race in 1925, the late Lieutenant Cyrus Bettis of the Air Corps won at an average speed of 248.9 miles per hour.

In 1922 the National Aeronautic Association was organized at the Detroit Convention, and in connection with it the National Air Races, as such, were held for the first time. Since then the National Air Races have been the premier air competitions in America and have each year included such events as the Detroit News Air Transport Race, the Aviation Town and Country Trophy Race, the Liberty Engine Builders' Race for Military Pilots, and the Pursuit Races for the John L. Mitchel Trophy.

Until a year ago the National Air Race program was preceded by an "on-to" race, which was in the nature of a speed and efficiency cross-country competition, prizes being awarded on a point basis, points being allotted for distance flown, speed, passengers carried and cubic inch displacement of the engine used. At Spokane last year the National Air Race program included a National Air Derby from New York to Spokane in two classes, one for planes having a total engine displacement of not more than 800 cubic inches, and the other for planes having engines not exceeding 510 cubic inches in displacement. Nearly \$30,000 was offered in cash prizes for these two races, the first class being won by B. W. Holman whose elapsed time from New York to Spokane was 19 hours, 42 minutes, and 47 seconds; and the second class being won by C. W. Myers, who piloted a Waco plane powered with an OX5 engine from New York to Spokane in 30 hours, 23 minutes, and 15 seconds. A non-stop race from New York to Spokane was also included in the program for which \$10,000 in cash prizes was

History of National Air Races--*Continued*

offered. No award was made, however, because none of the contestants succeeded in reaching Spokane without landing, although both were within 200 miles of the finish when forced down.

To those of us in the National Aeronautic Association who have year by year been associated with the National Air Races, it is particularly gratifying that the National Air Races should this year be held at Los Angeles in conjunction with the Aeronautic Exposition and the Convention of the National Aeronautic Association. To me as an adopted Californian who did much of my early flying at the Glenn Martin School, there is a personal as well as official satisfaction in the fact that to date the most comprehensive of all air programs should be staged in that section of the United States which has contributed so greatly to air progress and so splendidly to the work of the National Aeronautic Association. Never before to my knowledge has an air program been so complete or offered such a varied opportunity to all classes of aircraft.

The total cash prizes are the largest ever offered in the history of American aviation for aeronautical events. A glance at the map of the United States will show that literally all roads of air travel lead to Los Angeles this fall.

It is fitting at this time that we recall the marvelous non-stop flight on May 2 and 3, 1923, by Lieutenants Kelly and McCready, who successfully made a non-stop flight in their Army T2 from New York to San Diego in an elapsed time of 26 hours and 50 minutes. On June 23 of the same year Lieutenant Russell L. Maughan made his famous dawn-to-dusk flight when he started from New York at daybreak and landed at San Francisco Airport 21 hours and 48 minutes later.

To President Theodore T. Hull and his associates in the California Air Race Association are due the congratulations and appreciation of all interested in aviation, for it is confidently believed that those privileged to be in Los Angeles during the period of September 8 to 16 will witness the most thrilling and significant air maneuvers ever held and will in addition have an unequalled opportunity to inspect at close range the latest types of commercial and military aircraft. That these events should be held simultaneously with the seventh annual Convention of the National Aeronautic Association is a particular gratification to every member of the Association, and will be a splendid beginning of the great work which lies ahead of the Association during the coming year.

NOTE: There are no acknowledgments to the many cities, organizations, and individuals who have contributed much to the success of the 1928 Air Races and Aeronautical Exposition, however this acknowledgment will be made thru other mediums.

The Air Extravaganza

7:45 to 9:00 P. M. September 8th to 16th, 1928 Mines Field,

A whirlwind review presenting a brilliant coterie of stage and screen stars supported by a beautiful ballet chorus of more than 40 well known dancers. It is presented on a specially constructed outdoor stage directly in front of the Grand Stand

A Cast of more than 100 Artists.

The Air Extravaganza was conceived by Cliff Henderson and produced and directed by Victor M. Clark, Program Director and Master of Ceremonies of the 1928 National Air Races.

Ballet by ERNEST BELCHER

EARL I. HALL—Technical Director

ALFONSE CORELLI—Musical Director

Costumes by Fanchon and Marco Costume Co.

Lighting by Pineau Electric Co. and The Westinghouse Electric Co.

Settings by Hollinger's Fabric Studios

"Detailed program will be issued for each performance."




---from coast to coast!

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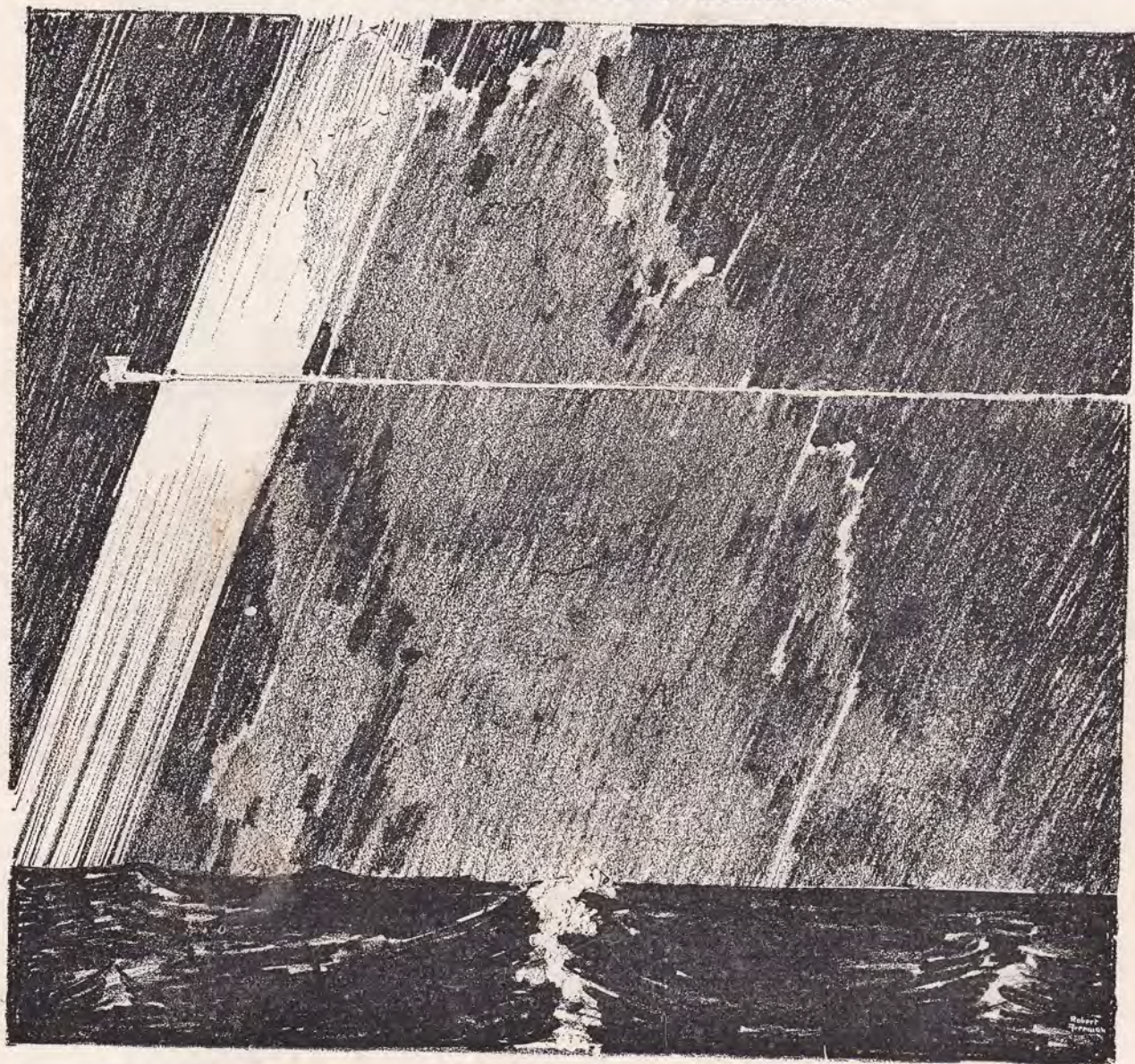


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TO Kingsford-Smith and C. T. P. Ulm must go the credit for the most perfectly performed epochal flight of 1928. It was three ocean hops in one... and more than seven thousand miles of flying over water in a land plane. A tribute to courage, preparation and equipment.

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