

## RANKIN LISTED "ACE" STUNTER

Tex Rankin, famous Hollywood motion picture stunt pilot, who recently literally flew away with the title of International Acrobatic champion at the Decoration day air races held in St. Louis and whose exhibition stunt flying will be the feature of the Oregon air tour, has been flying for twenty years. During this time, Rankin, who is well known on the Pacific coast and especially in the Pacific northwest, has set many aviation records.

In addition to the international title which he has just acquired, Rankin holds the world's record for continuous outside loops. In fact, he set three world's records for continuous outside loops. The first was for 19 loops, the second with 78 and the last, which still stands, was for 131 loops made at Charlotte, N. C., in 1931.

During the last 17 years Rankin has taught and supervised the teaching of more than 3500 students in his civilian flying activities without a serious injury to a single student, a record unequalled in aviation history.

Born in Texas, Rankin lived there until he was 17 when he moved to Oregon where he has passed most of his time since 1911 until several years ago when he moved to Los Angeles to fly for the movies. He took his first flight lesson in 1918.

Rankin first became interested in flying in 1913 and so intensely fascinating was this new mode of transportation that he began making a deep study of flight, reading everything he could get which concerned flight. His interest in flying was suddenly interrupted, however, when as a member of the Washington state National guard in 1916 he was called to the Mexican border for service. Soon afterwards when he returned he was mustered into the federal service and after many weeks of intensive training was sent to France. Here a friendly commander, Major Walter Root obtained a transfer from the infantry to the aviation section of the United States Signal Corps where Rankin

had plenty of opportunity of continuing his one interest in life, aviation.

When he returned to this country late in the summer of 1919 Rankin had his heart set upon aviation as a definite career and in May 1920 he opened a civilian flying school at Walla Walla, Wash., with one old Standard J1 airplane as his sole asset. Business prospered and later in the summer he added a Curtiss JN4D (Jenny) plane to the school's equipment.

"Flight lessons in those days cost real money," Tex said. "I charged one dollar a minute for flight instruction which is five times as much as the best flight instruction costs now."

In 1922, Rankin moved the school to Portland, Ore., and purchased the assets of the defunct Oregon, Washington, Idaho Airplane corporation. He now had six airplanes, several spare engines and a lot of spare wings and other parts which were vitally needed in those days of aviation.

"In all my flying experience," Rankin said, "I have had just thirteen crashes. These, of course, do not include the motion picture crashes I do especially for the films. In these crashes as well as the movie crackups I have never been even slightly injured nor have I ever injured anyone else in my entire flying career. I am especially proud of that record."

Rankin's school prospered and expanded until it became the world's largest civilian flying school, in 1928 with 610 students enrolled a tone time.

A major air meet or tour without Tex Rankin is like bread without butter for he has participated in practically every major air race meet held in the United States in the last fifteen years. His favorite race entry number is "13" and he always tried to get that number assigned to his plane as he believes it is his lucky number.

During the last two years Rankin has made a special study of precision flying especially as it relates to acrobatic flying. He is specializing in this type of flying and his winning of the St. Louis International crown for acrobatics from a field of the world's best stunt flyers is indicative of the intense study

and preparations he has made in this daring division of flying.

Tex, however, doesn't think of acrobatic flying as dangerous despite the fact that all of his maneuvers in his exhibition work are performed anywhere from five feet off the ground to several hundred feet. He has perfected some 85 intricate maneuvers which he does with precision and skill. Unlike many of the stunt pilots Rankin flies a stock model Ryan plane and does not go in for special stunt ships. His ship is a sport plane and also is used generally throughout the country as a training plane. It is a Ryan all metal low wing monoplane with 125 HP Menasco engine whose purr is hardly discernible over the roar of the higher horsepower engines generally used by stunt fliers.

During the last several months Tex has worked in three pictures and before coming on the Oregon air tour just finished a picture assignment. He is a member of the Motion Picture Pilots association and enjoys picture work more than any other type of flying because each picture, he says, provides an opportunity to create new and better acrobatic maneuvers.

When not engaged in teaching flying, doing picture work, or giving exhibition stunt flights throughout the country, Rankin is at home with his family. Yes he is married and has a son 14, another son 11, daughters 11 (twins), and another daughter 8. All are vitally interested in flying with music and dancing as second and third choice.

Rankin, who is booked for 19 exhibitions in various parts of the country this summer, recently returned from a trip by air which totaled approximately 8,000 miles. He visited 32 cities. In addition to his flying activities Rankin has found time to devote to writing. He is the author of the "Rankin System of Flying Instruction" and of more than eight text books known as "Rankin Text." They are some of the most popular books in the aviation field.

For playing football with two boys in the street at Glasgow, Scotland, a sixty-year-old man was arrested recently.

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