

Arrival of Air Tourists to Signal Opening of Port Program

STUNT ACES PERFORM IN AFTERNOON

Will Circle City Before Going to Airport—Program Calls for Afternoon and Evening Flights—Dance Is Grand Finale.

Monday afternoon between 2:45 and 3:15 o'clock a fleet of approximately 40 planes will circle the city of Medford and land at the local airport to participate in the spectacular celebration to be sponsored by the Medford Post No. 15, American Legion, in conjunction with the Pacific Northwest Air Tour and official dedication of Medford's \$120,000 airport.

An air circus of stunt flying, parachute jumps and hosts of other features will be presented beginning immediately after the arrival of the fleet. Leading air performers of the Pacific coast will entertain air-minded residents of Oregon and other states, who will visit Medford's field in record numbers tomorrow to witness the most unusual series of air events ever presented in southern Oregon.

Special Mail to Leave
The program of the day, all of which has been arranged and is under the auspices of the Medford Post, which is also sponsoring the tour's stop in Medford, will open at 7:00 a. m. with departure north of the first ship in the dedication flight air mail. Southern mail will leave at 7:30 a. m. These ships will carry between 5000 and 10,000 letters packed with the special cachet, telling the world of the official dedication of Medford's airport.

The committee, which has completed details for the celebration is headed by Seely Hall, general chairman. Mr. Hall is also chairman of the State Legion Aeronautics committee, representative of the Pacific Air Transport in Medford and superintendent of the local field. Other committee chairman, who are working with Mr. Hall are: Ticket sales, H. S. Deuel; publicity, H. L. Bromley; traffic, L. O. Nichols; parking, Capt. C. Y. Tengwald; dance, W. H. Fluhrer; ceremonies, J. O. Grey; hospitality, W. H. Muirhead; field, Fred Scheffel; and entertainment, T. G. Travis and J. C. Thompson.

Parking Arranged
Plenty of parking space will be provided for all cars entering the field. Every precaution has been taken to avoid any possible congestion. Parking will be handled by Company C of the Oregon National Guard in charge of Capt. C. Y. Tengwald and a squadron of the state traffic department will manage traffic under Lieutenant Nichols' leadership.

The program will continue on past midnight, the grand finale being a dance in the hangar building.

Headliners in the air circus will be Miss Dorothy Hester, Tex Rankin, Gordon Mounce and Floyd Keadle. Parachute drops will be made by Frank Brooks, who has been jumping for the past 35 years from balloons and airplanes. He will concentrate on his famous triple parachute jump from high altitudes.

Girl Leads Stunters
Miss Hester, famous for her upside down flying, outside loops, upside down outside spins and other difficult maneuvers, will lead the stunting program and in order that the local crowd may see the world's premier woman stunt pilot without hindrance, the air will be cleared of all planes while she is stunting. Following her exhibition will come Tex Rankin, veteran stunt pilot; Mounce, recent holder of the outside loop record and Keadle, who is a "skeeter" with an airplane.

These three men will be stunting in the air at the same time over different parts of the field.

Official Program Medford Airport Dedication and Northwest Air Tour

MEDFORD, OREGON, MONDAY, AUGUST 4, 1930

7:00 a. m. Departure of Dedication Flight air mail, north
9:30 a. m. Departure of Dedication Flight air mail, south
2:45-3:15 Arrival of Pacific Northwest States Air Tour
3:30 p. m. Special Air Circus by pilots in Air Tour, including Miss Dorothy Hester, Tex Rankin, Gordon Mounce, and Floyd Keadle

6:00 p. m. Parachute drops by Frank Brooks
Formation flights and exhibitions
Field open for inspection of planes
Participants in the Air Tour will be guests of the Medford Chamber of Commerce at dinner, Hotel Medford

7:30 p. m. Concert by Medford Elks band, under the direction of F. Wilson Waite, airport hangar
8:00 p. m. Dedication services, airport hangar

PROGRAM

Opening—Seely V. Hall, chairman of the airport committee, Medford Chamber of Commerce, and state chairman, American Legion aeronautics committee
J. O. Grey, chairman, airport committee, Medford city council

Greetings—Mayor A. W. Pipes, Medford
Response—Hon. A. W. Norblad, governor of Oregon
History of Medford's airport—Frank Farrell, city attorney

Remarks by Russell H. Lawson, vice-president, National Aeronautical Association, Portland, Oregon
David Legg, representative of the National Aeronautical Chamber of Commerce, Seattle
Tex Rankin, president, Rankin Flying Service, Portland

Unveiling of Airport Plaque—Mayor A. W. Pipes, and city council of Medford

Official Dedication Flight—Standard of California No. 1, Tri-motor Ford plane

Passengers on dedication flight as follows: Governor A. W. Norblad, Mayor A. W. Pipes, O. O. Alexander, president, Medford Chamber of Commerce, R. B. Hammond, member, airport committee, E. M. Wilson, member, airport committee, Miss Ellenora Hulander (Miss Medford), T. G. Travis, district manager, Standard Oil company

Honored guests on the speakers' platform at the dedication services are: Governor A. W. Norblad, Mayor A. W. Pipes, James Collins, E. M. Wilson, R. B. Hammond, J. O. Grey, Eugene Thorndyke, P. M. Kershaw, C. A. Meeker, members of the city council. Also, Axel Hubbard, R. E. McElhose, E. M. Janney, former members, Fred W. Scheffel, city superintendent and airport engineer

County Judge Alex Sparrow
O. O. Alexander, president, Medford Chamber of Commerce

Seely V. Hall, Larry Mann, Floyd Hart, Clyde Eakin, H. A. Thierolf, J. C. Thompson, M. N. Hogan, F. C. Dillard, J. W. Wakefield and S. S. Smith, Chamber of Commerce airport committee

E. C. Corn, president, Medford Rotary club
C. S. Butterfield, president, Kiwanis club
E. R. White, president, Lions club

W. S. Bolger, commander, Medford Post No. 15, American Legion

Larry Schade, chairman, city planning commission
E. C. Gaddis, A. L. Hill, Olen Arnsperger, Dr. F. G. Thayer, Ed White, members of the city water commission

Representatives of the Medford Mail Tribune, Medford Daily News, and Pacific Record Herald

9:00 p. m. Dedication ball, Airport Hangar
Night passenger flights and exhibition flying by members of the Air Tour

The entire program for the day has been arranged, and is under the auspices of Medford Post No. 15, American Legion, with the following committee chairman: General chairman, S. V. Hall; ticket sales, H. S. Deuel; publicity, H. L. Bromley; traffic, L. O. O. Nichols; parking, Capt. C. Y. Tengwald; dance, W. H. Fluhrer; ceremonies, J. O. Grey; hospitality, W. H. Muirhead; field, Fred Scheffel; entertainment, T. G. Travis, J. C. Thompson.

Tuesday, August 5th, 9:30 a. m., departure of Pacific Northwest States Air Tour.

When Air Tour Took Off On Swing Toward Medford



Photographic impressions of how Northwest tour planes and fliers looked just before start of 1765-mile cloud trek through Oregon, Washington, and Idaho, from Vancouver, Wash. Top—Lineup of planes for public inspection. Center, right—women fliers (from left), Dorothy Hester of Portland, Virginia C. Ogden of Seattle and Edith Foltz of Portland. Center left—E. C. Goul, Lyman Destaffany and A. Kotzerke, all of Seattle. Lower left—W. E. Rosenbalm and John P. Waage of Medford and Al Greenwood of Vancouver, Wash. Lower right—Al Adams of Silverton, H. A. Buroker of Bellingham and Virgil Adair of Boise.

AIR MAIL PLANES HAV EFLOWN 1000 TIMES AROUND WORLD

Airplanes carrying United States mail had flown a total distance equivalent to nearly 1,000 times around the world between February, 1926, and May, 1930, it was revealed in a report received from the United States postoffice in Washington.

"Although the government began the carrying of mail by airplane as far back as May 15, 1918, between New York and Washington as an experiment to test the feasibility of this type of service, it was not until the first air mail act was passed in February, 1925, providing for bidding and letting of contracts that the transporting of mail by air got its real start," E. J. Pluke explained.

He added that after the passage of the first air mail act, in 1925, several companies were formed throughout the country for the purpose of operating under government contracts, the first of which were awarded in September and October of 1925, and in April, May and June of 1926, the first actual services were inaugurated.

Mr. Pluke said the report from the postoffice department further revealed that since the inauguration of the first air mail services under contract in 1926, the total weight of mail dispatched amounted to 10,350,322 pounds, or about 5,175 tons.

In amounts paid to contractors, a total of \$21,293,657.06 had been paid out.

In 1926 nine routes were involved, while at the present time the number of routes has increased to 25, according to department records.

BRUSSELS, Aug. 2. (AP)—Telephone subscribers here have formed a league and announced a campaign to have the city's hello service modernized so that once in a while they can get the number for which they call.

ON EGALLON GAS EVERY MINUTE FOR TRI-MOTORED PLANE

It takes 60 gallons of gasoline an hour to run it—a gallon every minute! What kind of automobile is that? It isn't. It's an airplane—one of the tri-motored planes flying between Portland, Seattle, Medford and Oakland.

Figures compiled by Captain L. G. Devaney, superintendent of operations for the air line, show that one of the West Coast tri-motors

uses a ton and a quarter of gasoline between Seattle and Oakland. During this trip the plane is in the air six hours and 15 minutes. While one gallon of gas is being consumed the propellers turn over 1,620 times at a cruising speed of 120 miles an hour. With all this gas consumption the planes are among the most economical of the larger transport ships.

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AIRLINES URGED TO DIVERSIFY VARIOUS LOADS

Air transport companies who depend solely upon revenue received from the carrying of passengers without the aid of income from the hauling of air mail and express, are doomed to certain financial failure, declared Earl B. Wadsworth, superintendent of air mail services, in discussing the recent upward revision of passenger carrying rates by two operators.

Single motored ships, having a capacity of not more than six passengers, Mr. Wadsworth said, "can't possibly operate" for 42 cents a mile, the amount of passenger revenue on the 7-cents-per-mile basis to which some air transport operators have increased their fares. He declared the same resultant loss applied to the operation of three motored planes having a capacity of 10 to 14 passengers, where the maximum average load would probably be ten or less, while information secured from air mail operators indicated the minimum figure for operating a tri-motored airplane is more than \$1 a mile.

"They've got to carry more than one kind of pay load," the air mail superintendent declared. "There is no form of transportation except buses and street cars that can run on only one kind of revenue. The strictly mail operator can't expect to operate forever."

A similar opinion was expressed by W. Irving Glover, second assistant postmaster general, who stated that the postoffice department is endeavoring to have all mail operators develop passenger carrying business.

"The ambition of the postoffice department is to have all mail operators carry passengers. We'd like to have them carry passengers at night, but we're not urging that."

Successful operators, according to Mr. Wadsworth, will attempt to meet expenses with the revenue from one form of pay load and make their profit on the second type of cargo.

According to the latest department of commerce information, there are 30 lines in the passenger carrying business exclusively, while 17 lines carry passengers and express.

In justice to the Republican party let it be said that the "high moral plane" its leaders went in for never contemplated any endurance flights.—Arkansas Gazette.

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