



"On Tour"



City of YUMA

An astounding new world's endurance record of nearly 47 days is now the joint possession of Woody Jongeward, Bob Woodhouse and the "City of Yuma," photographed above during their history-making flight.



But both fliers were quick to share their honors with many townspeople of Yuma who worked night and day to keep the craft flying—particularly Jaycee leaders, above, who did the refueling, and Norman Bann, standing below, whose company supplied petroleum products.



MOST of the world has already become acquainted with Woody Jongeward, Bob Woodhouse and their now-famous Aeronca airplane, the CITY OF YUMA. Newspapers, newsreels, the radio and most other publicity media have given them wide acclaim.

On October 10th at 3:25:05 p.m. this durable trio touched wheels to the Yuma County Airport in Arizona after having been airborne continuously since the preceding August 24th. They had stayed aloft 1,124 hours and 17 minutes, nearly 47 days, which stands now and may continue to stand for several years as the longest flight in the history of aviation. In so doing they had flown non-stop a total distance of 89,920 miles, equivalent to circumnavigating the earth's equator more than three-and-one-half times.

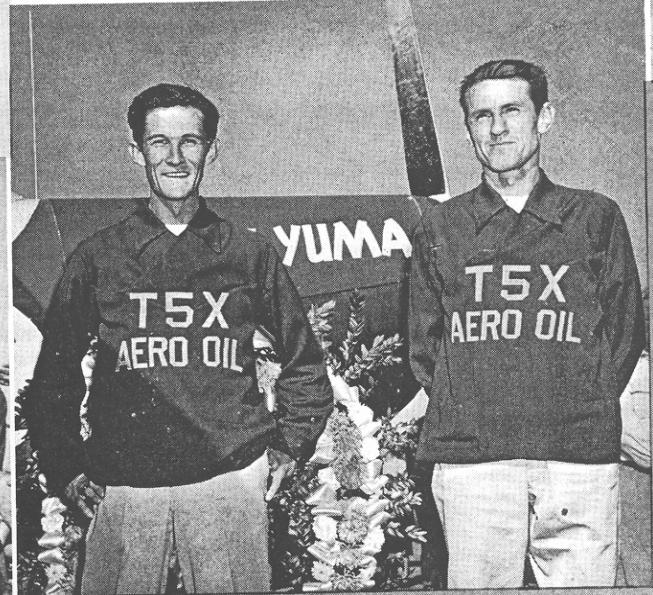
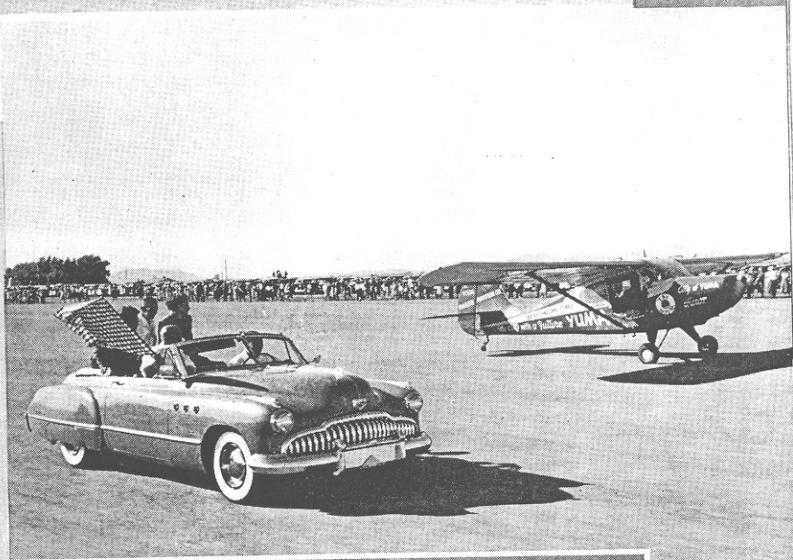
Learning that the CITY OF YUMA was winging to its new record on Union Aviation Gasoline and T5X Aero Oil (Royal Triton), ON TOUR was quick to accept the invitation of Paul Goodwin, Company aviation representative, to witness the record-breaking performance. Enroute to Yuma in the Company's Army T-6, with Paul at the controls, we asked what Union Oil expected to receive from our heavy investment of gasoline and lubricating oil.

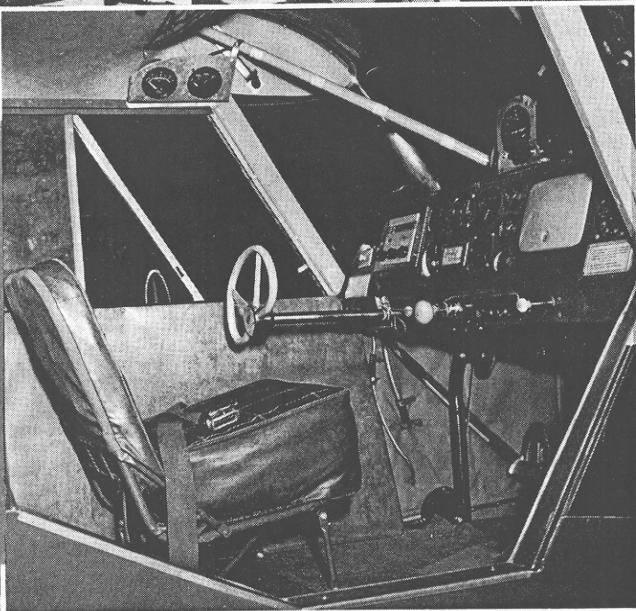
"Principally public understanding and acceptance of some established technical facts," Paul answered. "We know what our gasoline and T5X will do. We've put them to the severest kinds of laboratory and field tests. They have come through several years of military and



Above, delivering a package to Sky Harbor Airport in Phoenix was one of many errands the boys performed to keep the clock moving. They flew unrecognized several times over Los Angeles, San Diego and other cities.

Right and below, as the "City of Yuma" ended its record flight on October 10th, a crowd of 12,000 came to witness the landing. Wives of the two fliers shared in the ovation that followed. A diet of lean meat, cooked vegetables, milk and fruit juices—but devoid entirely of water, fats, sugars, fresh fruits and fresh vegetables—helped the boys to avoid any physical ill effects. Each gained a pound or two during the 47 days and returned to terra firma feeling "very good indeed!"

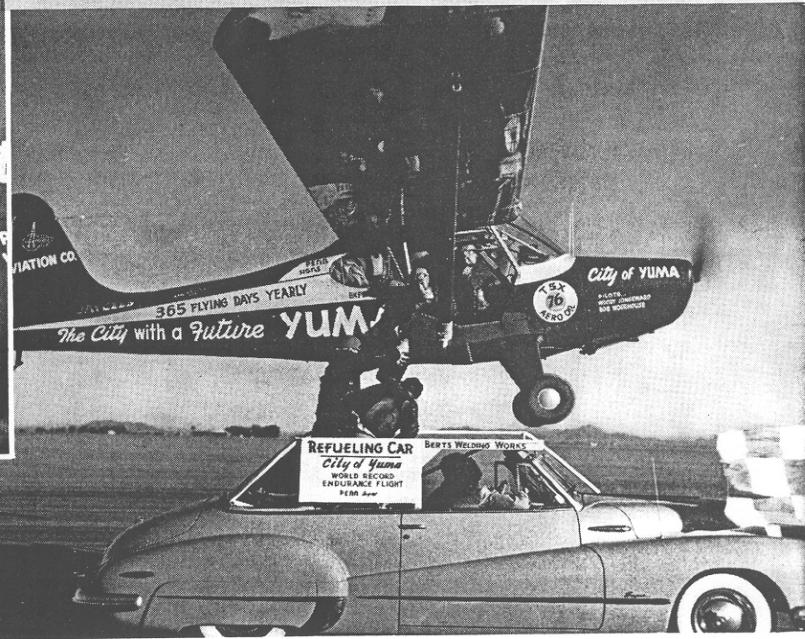
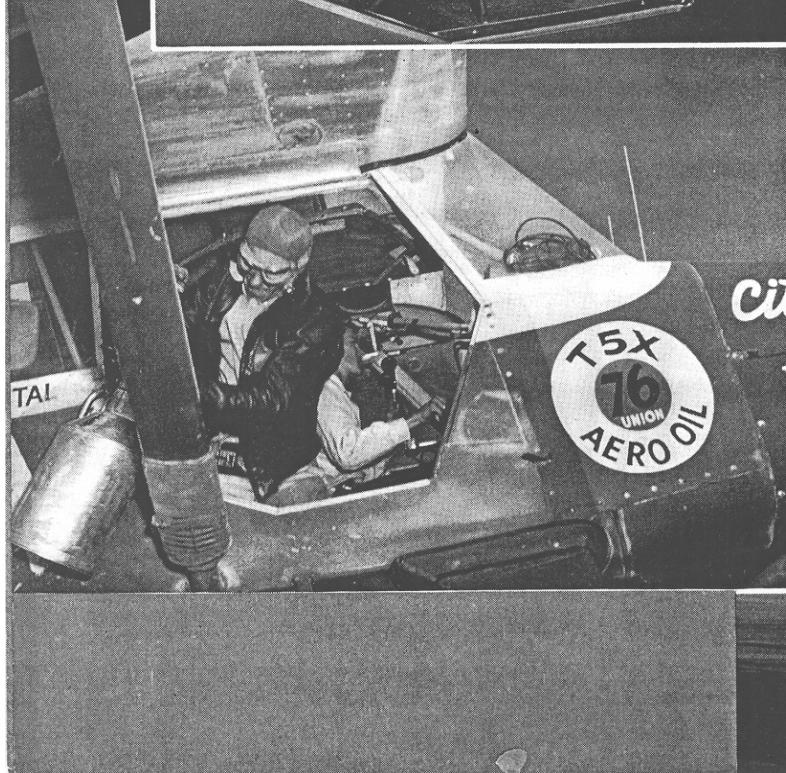




Above, Bob Woodhouse had little family "selling" to do prior to the flight. His sister, mother and father are all pilots and regard their family airplane as a ranch necessity. Mrs. Woodhouse even pilots her invalid mother to Fresno every month or so for medical treatments.

Upper left, Woodhouse and Jongeward are both ex-Navy fliers. Moments before the flight began, they gave their personal impressions of Arizona sunshine, then stepped into the cabin, left, which was to be their cockpit and living quarters for the 1,124 continuous hours.

Below, thirty or more times each day fliers and ground crew made hand-to-hand transfers of gasoline, oil, food and other supplies at speeds of between 65 and 85 miles per hour. Some 1,500 such breath-taking and hazardous contacts without accident is a fine record.





Former endurance record holders Bill Barris and Dick Riedel of Fullerton, California, were among the first to congratulate Woody and Bob. None of the four seemed very enthusiastic about further competition with time.

commercial proving with thousands of enthusiastic endorsements. However, there are millions of potential buyers who are naturally skeptical about advertising claims and have not been *sold*. To many of them this endurance flight should be a convincing demonstration of quality performance."

"But keep in mind," Paul continued, "we're not by any means shooting at a sitting duck. This little endurance plane is presenting some unusual fuel and lubricating problems. From the beginning it has been overloaded, due to auxiliary fuel tanks and several other items of extra equipment that had to be loaded aboard. Overheating has been a constant threat because the boys have been flying much of their time at minimum speeds, low altitudes and under the most extreme mid-summer heat conditions. Thirty or more times each day the airplane engine is subjected to maximum strains as it lifts from the refueling runs. There is more than the normal danger of fuel contamination because all gasoline must be handled and put aboard in small unsealed containers. Obviously the crankcase plug cannot be removed in flight, so not once in more than a thousand hours has the oil been completely changed. Despite the manufacturer's recommendation that the engine should

be overhauled every few hundred hours, this one has passed its second major overhaul period without even the addition of a new spark plug."

Within an hour we crossed over the Colorado River near Yuma, located Jongeward and Woodhouse cruising at about 7,000 feet and, after a close-up exchange of greetings, landed near Marsh Aviation Company's hangar. On hand to welcome us were Bill Wilcox and Paul Burch two of the Marsh Company's ablest engine experts, who, with Goodwin, were serving as technical advisers to the endurance fliers. Goodwin immediately inquired about the CITY OF YUMA'S oil consumption, and smiled when Burch answered, "It's using 7/16 of a pint an hour—about the consumption rate of a new engine."

Yuma, we quickly discovered, is one of the most colorful and friendly towns of the West. Plump Indian women meet all incoming passenger trains, using the station platform as a sales counter to display their beaded handiwork. Along the main street of town are found the American wares and institutions of main street anywhere, but in quite a different setting of comfortably sheltered sidewalks and unhurried shopping.

Sunshine is synonymous with this part of Arizona. Local restaurants gave away nothing while advertising "Free meals any day the sun doesn't shine." In fact, it was the invariably clement weather that first inspired the Yuma Chamber of Commerce to suggest and sponsor the endurance flight. They were fearless about guaranteeing "ceiling unlimited" for the duration.

We were in town less than an hour before we knew everybody—Charley Gilpin, president of the Jaycees; Paul Dawson, radio announcer and publicity chairman; Horace Griffen, Buick agency manager and donator of the refueling car; Norman Bann, our resident manager who promoted the Company's contributions of oil and gasoline; and hundreds of others, not excluding Bob Hodge of General Petroleum, whom the Jaycees gleefully assigned to the "76" refueling job. Everybody we met smiled and said, "Howdy!" That's the way of life in Arizona.

And it soon became apparent why the endurance plane was called CITY OF YUMA. Ray Smucker had conceived the flight one Sunday while driving homeward from a neighboring town with Jongeward and Griffen. The local A-A Amusement Company offered to purchase a new Aeronca and lend it to the fliers. Ex-Navy Pilots Jongeward and Woodhouse didn't exactly volunteer to fly the plane; they were drafted. Businessmen agreed to serve as the refueling crew. Marsh Aviation equipped the plane for its long flight. The Valley Cafe offered to provide free meals for the fliers, and Union Oil made the plan complete by providing gasoline and oil. Everybody else in southern Arizona either helped in some

great or small way or spent most of the 47 tense days hopefully keeping their fingers crossed.

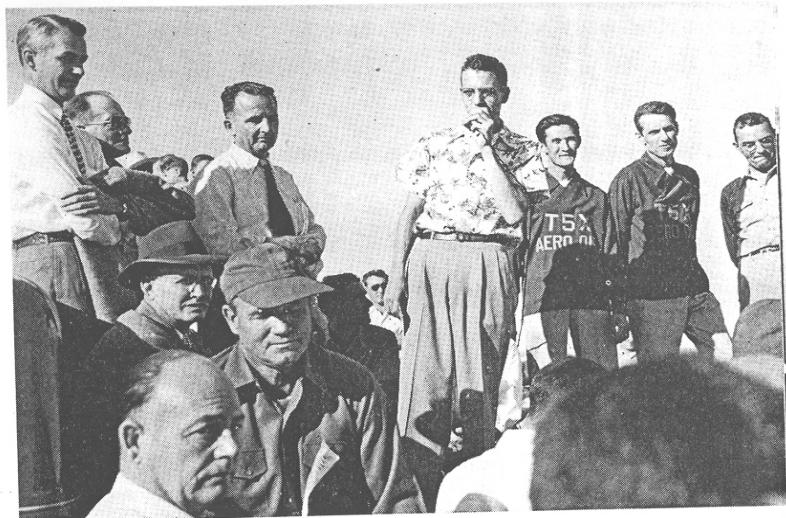
Everyone's deep anxiety was demonstrated the evening of October 5th, just a few minutes before Jongeward and Woodhouse broke the Barris-Riedel record of 1,008 hours. In the gathering dusk a visiting airplane, exactly duplicating the CITY OF YUMA as to make, model and color, glided down toward a landing near the crowd of some ten thousand people. As its wheels were about to touch the landing strip there arose cries of "What's gone wrong?" The uproar of keen disappointment turned into laughter only when people were able to observe a lack of painted signs on the visiting plane's fuselage. That was a hectic experience. Ten minutes later the old record was broken.

Along with a large and enthused delegation of Union Oilers, led by J. W. Miller, territory manager, we were present also on October 10th when the CITY OF YUMA decided to land because of magneto failure. Again a great crowd gathered to welcome the new endurance champions and to carry reports of their exploits to the press-informed world. On every mind was the question: "Is 47 days of steady flying about the limit of human and mechanical endurance?"

As to human endurance, Jongeward and Woodhouse answered by jumping briskly from plane to solid ground and showing no signs of weariness. The diet prescribed for them throughout the flight excluded water, fats, sugar, fresh fruits and fresh vegetables. They subsisted largely on milk, fruit juices, lean meats and cooked vegetables. Alternating every few hours at the plane's controls, they found piloting to be their most monotonous occupation. Drowsiness plagued them at times and once, while both boys were asleep, the CITY OF YUMA took an unscheduled tour deep into Mexico.

The technical experts who flew the CITY OF YUMA

Marsh Aviation's Bill Wilcox and Paul Burch, who made a post-flight calibration of the "City of Yuma's" engine, found it in nearly perfect condition, thanks to T5X.



Emcee Paul Dawson, center, used a public-address system to good advantage in preventing accidents at the crowded airport and congratulating the plane's pilots.

and inspected its torn-down engine soon after the flight ended paid the highest tribute to the gasoline and motor oil. The engine, after 145 million revolutions, was as clean as if just washed. There was no sludge to be found. Only a thin layer of carbon covered the piston tops. There was no appreciable amount of carbon on the valve stems. Compression tests showed the cylinders to be as good as those of a new engine. Micrometer measurements, showing less than one-thousandth of an inch of wear, had to be read in ten-thousandths of an inch. The special B-G platinum tip plugs were in excellent condition. Throughout the flight oil consumption varied slightly with outside air and resultant head temperatures but remained consistently between 3/8 and 7/16 of a pint per hour.

Said Bill Wilcox, who flew and inspected the plane, "with a new set of magneto points, nothing more, it will easily fly for another one thousand hours."

Proudest of the championship manner in which Company products had performed throughout the flight, were Norman Bann and Paul Goodwin, Union Oil representatives.

