

POOR'S MANUAL

JAN 26 1937

Industrial Volume

FINAL REQUEST

Will you kindly examine and revise, where necessary, the undernoted clipping taken from the last issue of the MANUAL, adding such data as you find necessary to make a complete and up-to-date presentation of the affairs of your company. We ask particularly that you examine the sections relating to capital stock and funded debt, bringing the figures as nearly up-to-date as possible, and also supply us with a copy of the latest balance sheet or financial statement, and with figures of earnings, etc., for last fiscal year. Also please favor us with full information as to the dates and rates of dividends paid, and with full names of officers and directors, together with cities or towns in which they are located.

N. B.—There is no charge for publishing this information.

Please return promptly to POOR'S PUBLISHING CO., Editorial Offices, Babson Park, Mass.

AMERICAN EAGLE-LINCOLN AIRCRAFT CORPORATION

OFFICERS: Victor H. Roos, Chrm. of Board, Pres. & Treas., Kansas City, Kans.; W. B. Williams, V-P.; Ervin Rohlf, Sec., Omaha, Neb.; Encil Chambers, Supt., Kansas City, Kans.

DIRECTORS: A. J. Granoff, Kansas City, Mo.; Max Kier, Lincoln, Neb.; Encil Chambers, Victor H. Roos, Kansas City, Kans.; W. B. Williams, Ervin Rohlf, Omaha, Neb.

GENERAL OFFICE, Fairfax Airport, Kansas City, Kans.

History—Incorporated May 13, 1931, in Delaware to take over all of the assets of the American Eagle Aircraft Corporation (see 1931 Manual, page 783) and through an exchange of stock it was planned to absorb and consolidate with Lincoln-Aircraft Company, Inc. (see 1931 Manual, page 446). Corporation has leased the factory of the American Eagle Aircraft Company of Kansas, which owned the real estate and buildings which had been used by American Eagle Aircraft Corporation. Plant of Lincoln-Aircraft Company, Inc. at Lincoln, Neb., has been moved to Kansas City. Corporation manufactures airplanes and airplane parts.

CAPITAL STOCK	Authorized Outstanding
Capital stock (no par)	500,000 shs *240,000 shs
* Approximate figure.	

Page's Pageant Big Free Show Next Saturday

(1) Airplane Pilot Gives All the Thrills. Loop the Loop, Barrel Roll, Tail Spin, Immelmann Turn, Falling Leaf.

Well do we recall the first airplane exhibition in Aurora. It was given at the fair, drew a crowd of about ten thousand people. The machine was old, frail and faulty; the pilot justly apprehensive. Conditions were none too favorable but he did finally get off, made a short circuit, and in some way was short-circuited, falling into the crowd, fortunately neither hurt nor hurting. He got what would now be a large sum for making the flight but periled his life to do so.

Our people are now offered a free display much more wonderful. The company is one that has been engaged in flying for years, has never had an accident to passengers, and they are connected up with the Standard company which is the third largest in manufacturing airplanes in the United States, though located at Lincoln, Nebraska. They own over eighty machines, but their exhibition fleet is from two to four planes, the largest taking four passengers besides pilot and the other two.

Eyer Sloniger, who has been flying for seven years will do the stunt flying. He will show our people the whole bag of tricks, doing anything that any other airman can do, a list of some of the chief attractions being given in the heading. This giving free admission is a new departure, as they have before received large money for this feature. As an indication of what an attraction will be presented it is only necessary to say that they were the company chosen to put on the free attractions at the state fair last year.

They use all new machines in flying, and keep mechanics to go over them frequently. They will take passengers at \$5 each, and if children desire to go they must be accompanied by a parent, though a single paid admission will suffice for parent and child.

P. Hill of Lincoln who has been a bird man for eight years, will be one of their pilots, Eyer Sloniger and Earl Barnes being the others. (Sergeant Chambers will make a triple parachute jump. His silk parachute cost \$1,100. Bud Gurney is another who will supply excitement. There will be wing walking, and stunts worth coming from any part of the county to see.

Last August they drew ten thousand and people to Central City, and it was one of the big days the town will remember. They carry the largest and they claim the best aerial circus in the United States. (Sergeant Chambers holds the world's record on high parachute jumping, having earned it at Kansas City at the American Legion show a year ago last fall. It has never been equalled and it may be some time before anyone beats him. He made a parachute jump from a height of 26,800 feet, a little over five miles, and they have a photograph of him falling through the air before the parachute opened.)

Come one, come all to Aurora on this big day. The oldest man and the oldest woman in the crowd may take an air voyage without cost. Come and enjoy a state fair attraction in your home town.

Central City AMERICAN LEGION TO PRESENT PAGE'S AERIAL PAGEANT

Many Hundreds Expected To View
Flights and Air Stunts of
Aviators.

The stage is all set for the presentation of one of the biggest spectacular features ever seen in this city. On August 19 and 20th Page's Aerial Pageant will be held under the auspices and for the benefit of the American Legion, Lone Tree Post No. 6. Publicity matter has been distributed broadcast over surrounding territory until we feel safe in assuming, there is scarcely a man, woman or child within a radius of thirty miles who does not know about the coming event. As we go to press Adjutant Ralph Smith who has been one of those most instrumental in working for the success of this venture assures us that the sale of tickets is being conducted in a highly satisfactory manner, that at all places visited by the advance plane and by boosters making the trip in cars the greatest enthusiasm has been manifested and big crowds are expected for both days.

The American Legion over one hundred strong are back of the big aerial pageant, to be staged near Central City August 19th and of the biggest publicity campaigns 20th, to a man and are waging one ever carried on in this and contiguous territory.

An advance plane driven by Milo A. Siel and Eye Sloniger, expert aviators and themselves Legion men, arrived in the city Monday evening from Lincoln and a little later an car bearing J. W. Johnson and N. E. Gotshall, members of the publicity department of the Lincoln Standard Aerial Service Company which will present the pageant, drove into town.

The plane was provided a landing place in a field at the farm of Peter Nelson two miles west and one mile south of the city, and it is there that the Pageant will be held. This place is ideal for a meet of this kind. The road from Central City to the grounds, which lies along the Lincoln Highway for a couple of miles, will be marked its entire length with red flags. The American Legion in have gotten in touch with the farmers owning the surrounding fields and have received permission to police these thoroughly during the two days of the exhibition. This will prevent persons wishing to avoid payment of the admission fee from viewing the performance at close range. Sheriff C. E. Clark has appointed forty legion men whose duty it will be to look after the comfort and safety of those present.

The publicity campaign began Tuesday morning, the plane flying back and forth over the entire city and giving a fine exhibition of fancy flying. Tuesday afternoon the plane Archer, Palmer and Grand Island made a trip to Fullerton, Belgrade, the Aviators scattering publicity matter at these places. Automobiles bearing members of the Legion followed in their wake and negotiated the sale of tickets to those attracted by the flying ship. This program will be carried out every day this

Next Page
who are winners, may be secured at the Triangle for the journey out and will be on the grounds at the close of the program for hire by those wishing this means of returning to the city.

This pageant is the same that will be given this fall at the State Fair, and it will not be given again any closer to Central City than Norfolk it was given last week at Falls City and the week before at Tarkio, Mo., attracting large crowds at both places.

Eneil Chambers
MS 3726 From Scrapbook

Newspapers unknown

- (1) ?
- (2) Central City - ^{August?} 1923

AERIAL PAGEANT IS A REAL ATTRACTION

Big Day In Kearney Announced President Page.

If Kearney had never witnessed an airplane previous to Saturday and Sunday, a flying demonstration over the city could not have excited more interest or have drawn larger numbers to the aviation field than did the Page Aerial Pageant. Early Saturday morning, the planes began circling over the city, carrying passengers on the commercial flights, which continued throughout the day and again Sunday. Even then, the demands of Kearneyites for rides was not satisfied, and a great many more were being accommodated on Monday morning. Many of the people were given their first ride in the air and some of them went several times, promising to become air addicts, with a continued opportunity.

Throughout the two days, and especially on Sunday, when everyone was at leisure and looking for some way to pass the time, the road to the aviation field was lined with automobiles coming and going. On the road near the field, cars were parked on both sides, with scarcely room enough for two lines of cars to pass through, to keep the traffic moving. A jam threatened at any moment, and it was only with slow and careful movement, with frequent stops, that the road was kept clear. An effort at one way traffic failed because there were no traffic officers on the scene.

Saturday afternoon, Kearneyites who were on the streets were thrilled by seeing some of the daring stunts which the Page pageant always includes. The holder of the world's record for high parachute jumping, Sergeant Chambers, dropped in his parachute dive, from the stunt plane, making a splendid descent. J. Hodgens Smith, considered America's leading stunt flyer, upheld his reputation in Kearney with numbers of nose dives, tail spins, loop the loops and other stunts in his immense flying category of entertainment.

Ray Page, president of the Lincoln Standard Aircraft corporation, was in Kearney and reported Monday morning that four hundred fifteen people were given rides in their machines Sunday, a record day for the company for any time except on a special occasion such as the Fourth of July.

The aviators were scheduled to snatch a bit of rest this morning, before leaving for Franklin where they are booked for a couple of days. Mr. Page announced his extreme pleasure in his Kearney trip, and promises to be on the scene again some time in October to take those people for rides who missed the opportunity this time, or those who wish to repeat the thrilling experience.

AVIATORS WILL GIVE THRILLING PROGRAM AT FIELD TODAY

DAREDEVILS WILL PILOT THEIR MACHINES THROUGH ALL THE STUNTS IN THE CATEGORY OF FLYING.

CHAMBERS TO DROP IN PARACHUTE

Close to one thousand Beatrice people visited the flying field at the end of West Court street yesterday where the Page Flying circus is making its headquarters and of this number, almost one hundred braved the air for a pleasant trip over the city.

Three machines have been brought here for the today performance, one being a Fokker scout plane and the other two, four passenger products of the Lincoln Standard Aircraft company.

This afternoon commencing at 1:00 p. m. and continuing until 7 p. m. the pilots will wheel their machines through an array of death defying stunts, demonstrating the stability of the machines as well as the aviator's skill and daring.

J. Hodgens Smith will take the Fokker through all of the catalog of stunts from the barrel roll to the loup the loup. Robert Cochran will land from an altitude of 3,000 feet with a dead motor. This feat is considered one of the most difficult in the category of flying.

Later Earl Barnes will pilot one of the Lincoln-built machines while Sargent Ensil Chambers, performs acrobatics, hanging from the struts and wings.

One of the features of the day will come when Smith will do his double barrel role and finish with a one mile flight upside down.

The close of the performance will be marked by Chamber's parachute drop from a plane.

Encil Chambers

MS 3726

from Scrapbook

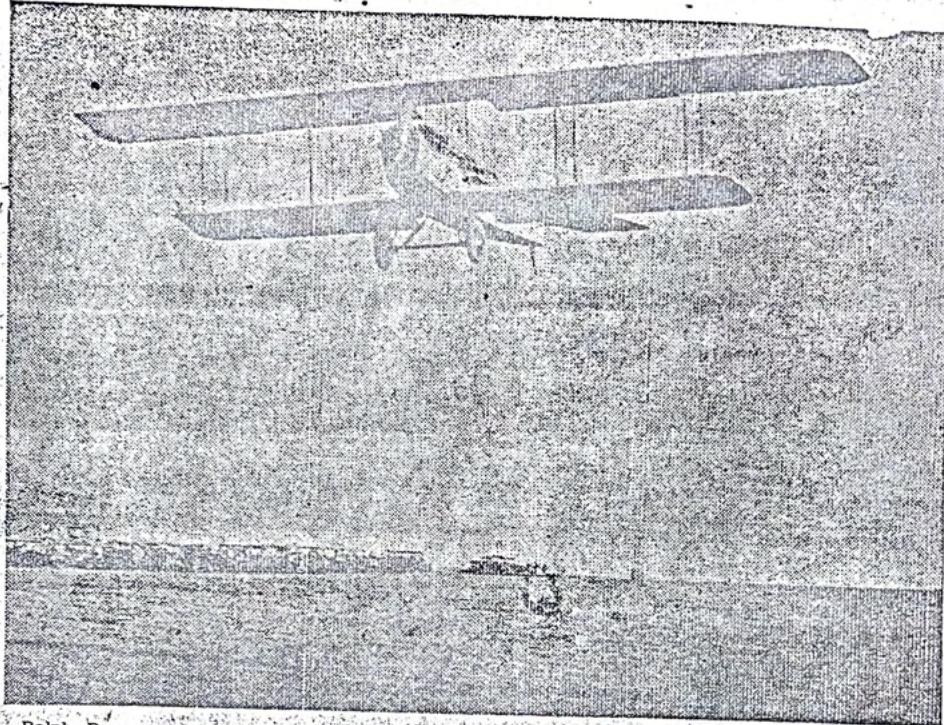
Newspaper & Date unknown

(1) ?

(2) Beatrice - probably around August 10, 1924

THE LINCOLN SUNDAY STAR—SUNDAY, OCTOBER 5

DROPS FROM SPEEDING PLANE



Omaha
Ralph Parcaut, claimant of the world's lightweight wrestling championship, dropping to the ground from a light rope slung under a swiftly moving airplane. Parcaut performed this stunt successfully for the thirteenth time at the Lincoln flying field during an aerial pageant staged there recently.

THE

"See Omaha From Sky" Slogan As Many Fight to Ride in a Plane

Ezra Meeker, 94-year-old pioneer, may prefer riding in a covered wagon drawn along by a yoke of oxen to riding in an airplane, but his preferences as to methods of travel fell on deaf ears in Omaha yesterday.

Out at Pulitzer field where Page's Aerial pageant had its headquarters, where everybody had had a chance to "take a flyer" with a flier up into the hazy blue of the Nebraska Indian summer, there was a mad scramble during the entire afternoon.

Everybody wanted to take a ride, it seemed. The four planes, each equipped to carry four passengers, were kept in the air continuously. Young and old men and women surrounded the planes every time they landed, and literally fought for the opportunity to get aboard. Those who went up paid a nominal fee for their five-minute look at Omaha from the air.

It was a great day for the more

gallant swains who sought to qualify under the axiom that "a faint heart never won fair lady." Grandfathers, too, were much in evidence among the passengers, spurred on, no doubt, by the example set them by the ancient Ezra a week ago. One young mother took her three children with her, the oldest not more than 12, and the youngest probably 3 years old. When they landed again on Pulitzer field those three youngsters were the proudest and the happiest trio in Omaha.

The demand for a chance to fly kept far ahead of the capacity of the four planes, and many left the field early when it became evident that the four planes could not accommodate all who wished to go up.

As a special entertainment, Sergeant Ercil Chambers, who holds the altitude record for a parachute jump from an airplane, performed a number of acrobatic stunts on the wings of a plane as it circled over the field.

Eencil Chambers

MS 3726

from scrapbook

(1) Lincoln, Sunday Star - Oct. 5, 1924

(2) Omaha - week of Oct 18, 1924



Page's Aerial Pageant

See Ralph Parcaut
Land by a Rope From a
Speeding Plane
Most Daring of Air Stunts
Stunt Flying
Wing-Walking
Begins at 1 P. M.
ALL FREE
Parking Space Free
Passengers Carried Over
Omaha at \$3 a Trip
Pulitzer Field
North End of Florence Blvd.
24th and Reed Streets
Saturday and Sunday
October 18-19

REV. C. W. SAVIDGE (2)

PASTOR OF PEOPLE'S CHURCH TO BE "SKY PILOT"

Will Make First Trip in Airplane at Air Carnival Saturday.

Rev. Charles W. Savidge, pastor of the People's church, who has been preaching in Omaha for the past 40 years, will become a real "sky pilot" Saturday. He will make an airplane trip to secure material for his sermon Sunday.

He will make his first flight in one of the planes which will be at Pulitzer field for an air carnival Saturday and Sunday. He will be the guest of Ray Page, president of the Lincoln Standard Aircraft corporation, who is staging the aerial circus in the interest of commercial aviation.

One of the principal features of the carnival will be Ralph Parcaut's attempt to land by a 40-foot rope attached to a flying plane. He is the only aviator who has successfully performed this feat. Dick Kerwood, California movie stunt aviator, and friend of Parcaut's, who was killed Tuesday in the mountains near Newhall, Cal., met his death while attempting a similar stunt.

Sergeant Encl-Chambers, one of the fliers who will attend the meet, will perform acrobatic stunts on the wings of a speeding plane. One of his tricks is to hang by one hand from the landing gear underneath a plane, several thousand feet in the air.

Several well known pilots, who were members of the United States army air squadron during the world war, will give an exhibition of stunt flying, including loops, spirals, the falling leaf and tail spin. During the afternoons, passengers will be carried over Omaha.

LADY LADIES

Lincoln News - Oct 17

(3) STUNT FLYING HERE TWO DAYS

Program Starts at Pulitzer Field at 1 P. M. Saturday and Sunday.

Ralph Parcaut, claimant of the world's middleweight wrestling championship, has promised to land by a rope slung from a speeding airplane at Pulitzer field Saturday and Sunday. If he is successful in his attempt on the first day, it will be the thirteenth time he has performed this stunt.

The stunt will be one of several air-

plane sensations offered Omaha by the fliers of a Lincoln, Neb., aircraft corporation, which is putting on the show in the interests of commercial aviation.

One of the fliers, Sergeant Encl-Chambers, holds the world's record for parachute jumping. Chambers will give an exhibition of wing walking at the meet Saturday and Sunday.

Ray Page, head of the Lincoln Standard Aircraft corporation, is in charge of the carnival. He has planned to have five de luxe passenger carrying airplanes on the field. A program of stunt flying will begin at 1 p. m. on both days.

Encil Chambers
MS 3726
from Scrapbook

- (1) Omaha Bee, Oct 17
- (2) " " Oct 16
- (3) Omaha News, Oct 17

Omaha Bee Oct 18

CHURCHILL GUEST AT FLYING MEET

Will Represent Newly-Formed
Reserve Flying
Club.

Maj. Lawrence S. Churchill, head of the Seventh corps area army air service and advisory governor of Omaha's newly formed reserve officers' flying club, will represent that organization at the air carnival to be held at Pulitzer field, north end of Florence boulevard, Saturday and Sunday. He will be the guest of Ray Page, head of the Lincoln Standard Aircraft corporation, who is staging the affair in the interests of commercial aviation. The major's visit will include a trip over Omaha in one of the five-passenger planes which will be on the field.

Members of the local flying club have been asked to attend the meet. Several of the pilots who are scheduled to perform stunt flying over Omaha Saturday and Sunday were with the United States army air squadron during the world war.

Among the features of the two days will be Ralph Parcaut's attempt to land, by a 40-foot rope slung from the gear of a flying plane. It will be Parcaut's 17th attempt to successfully perform the feat. Encil Chambers, holder of the world's parachute jump record, will give an exhibition of wing walking.

The Omaha Flying club is inaugurating a move to establish air transportation facilities here. Planes have been placed at their disposal under the efforts of the reserve officers' club to make Omaha the "air port" of the United States.

Omaha News Oct 18
Front Page

AIR CLUB AT MEET

Major Churchill to Attend
Airplane Carnival.

Major Lawrence S. Churchill, head of the army air service in Nebraska, will represent the new reserve officers' flying club at the air carnival at Pulitzer field today and Sunday. He will be the guest Sunday of Ray Page, president of the Lincoln Standard Aircraft corporation.

Among the features of the two days will be Ralph Parcaut, claimant of the world's middle weight wrestling championship who will attempt to land by a 40-foot rope hung from the landing gear of a flying plane. Encil Chambers will give an exhibition of wing walking.

The Omaha Flying club is in-

Omaha
World Herald Oct 18

board of the society Friday.

At the air carnival to be held at Pulitzer field, north end of Florence boulevard today and Sunday in the interests of commercial aviation, members of the Omaha flying club, which is inaugurating a move to make Omaha the "air port" of the United States, will renew acquaintances made over the battles of France during 1918, and will give a number of stunt parachute and wing walking exhibitions.

Encil Chambers

MS 3726 - Scrapbook

from

Omaha Bee
Oct. 18

Omaha "Bee-
News"
Oct 18

Omaha World Herald
Oct 18

1924

LEASES MUNICIPAL AVIATION FIELD

Planning Program For Air Frolic In City Nov. 1 and 2.

R. W. Langley of New York City, accompanied by his wife, arrived here today to look after the publicity for the opening of the Arkansas City aviation field for the Lincoln Standard company, which is to take charge of the field here Nov. 1st.

One of the biggest air frolics ever held in this part of the country is planned to feature the opening of the field Nov. 1st and 2nd. Mr. Langley will have charge of the publicity and he is expecting to attract one of the largest crowds to Arkansas City on those two days that the city has seen for a long time.

Mr. Page, president of the Lincoln Standard company, is expected here this afternoon and will be here much of the time next week in giving his personal attention to the details of the frolic.

Mr. Langley said today he expected to have the full program details by Saturday of this week. An intensive advertising campaign will be conducted next week.

POSTPONE FROLIC AT THE AVIATION GROUNDS A WEEK

The big air frolic and opening of the Municipal flying field which was scheduled for November 1 and 2 has been postponed one week to November 8 and 9, it was announced today when word came from Roy Page, head of the Lincoln Standard company that he would be unable to get a full line of ships here before that date.

Mr. Page and pilots will be here Mondays with four of their largest ships, which will be used in the advertising campaign to be put on during the next ten days. In a few days they will have here their baby ship, the smallest aircraft made, with wing spread of only 25 feet, which is to be used solely for acrobatic work in exhibitions.

Mr. Page will devote much of his personal attention to promoting the commercial aviation business in the Mid-Continent oil field, where it is generally believed aviation will find its first substantial foothold as a commercial necessity.

Members of the board of directors of the Chamber of Commerce conferred with Mr. Page for an hour last evening, when they worked out details of the lease of the grounds and hangar in a very satisfactory manner to all concerned. Mr. Page is taking a two year lease for his corporation with the privilege of renewing it at the end of that time.

Those in the chamber who are familiar with the conditions controlling commercial aviation at this time believe the locating of the Lincoln corporation here with a branch factory will eventually mean that Arkansas City will be a recognized center for aviation over a wide section of the southwest.

"Arkansas City is ideally located in the center of the greatest oil activities of the continent," said Mr. Rhoads, secretary of the chamber of commerce, "and if there is a commercial activity that needs the airplane badly, and where it will fit perfectly as an economic investment, it is the oil business."

C. B. Tingley, president of the Chamber of Commerce said he was very much pleased to see the Lincoln Standard Aircraft Corporation locate here. "The chamber went to a greater expense than was first anticipated to complete the hangars on the municipal field," said Mr. Tingley, "but in getting this big company and having definite facilities to offer them, I now am convinced that the investment has fully justified itself."

AIRPLANE FIRM TO PUT BRANCH FACTORY HERE

City to Become Aviation Center of the Mid-Continent Field

Ray Page, president of the Lincoln Standard Aircraft Corporation today leased the Municipal Aviation Field, and hangars south of the city and will take charge of the grounds Nov. 1st.

This means that the Arkansas City flying field brings to the southwest the largest manufacturer of commercial planes in the nation. It puts Arkansas City on the map as the center of aviation for the Mid-Continent oil field, for it is the purpose of the Lincoln Corporation to be centrally located in the big oil area of the southwest, where it is believed commercial aviation will get its greatest impetus.

Mr. Page, accompanied by Pilots Cochran and Pete Hill left Lincoln yesterday afternoon and reached here last evening about six o'clock. The ordinary time of flying this distance would be four hours, but bucking a stiff south wind they were five hours enroute, stopping at Junction City for oil and gas.

Branch Factory in City.

The Lincoln corporation will establish a branch factory here and every model of ship this company makes will be in their salesroom at the field at all times. They will carry a complete line of special and standard ship parts, will have a mechanical and repair department and offer service facility to those who are using the air lanes as a means of transportation.

Two or three pilots will be stationed here at all times, and service will be offered at the field to air travelers both day and night.

"We expect to open the field with one of the biggest air shows this part of the country has ever seen," said Mr. Page this morning. "The dates have been set for Nov. 1 and 2nd and immediate steps will be taken to arrange for a program which should draw a large crowd."

Encil Chambers

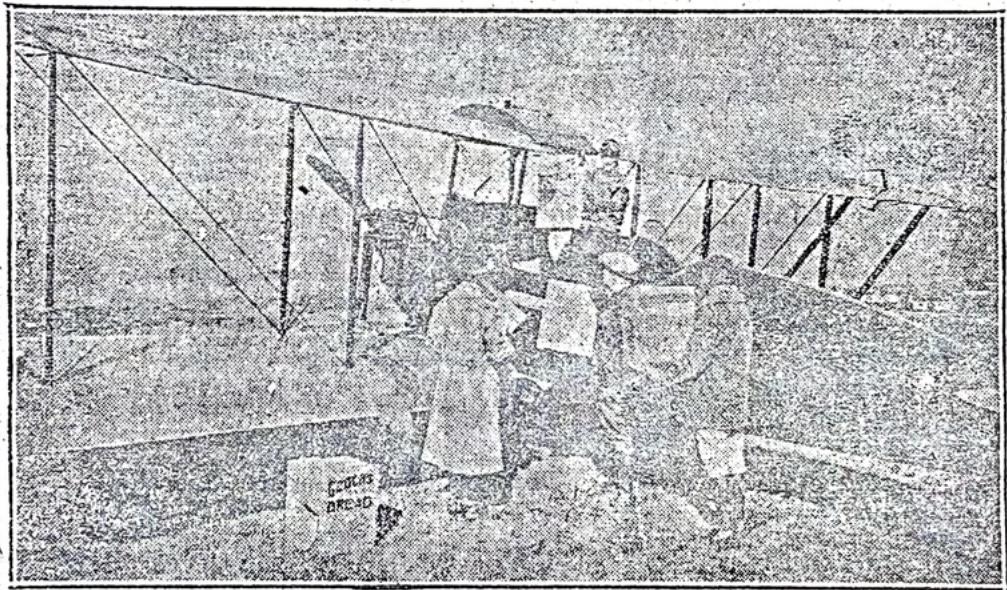
MS 3726

from scrapbook

Delivered by Airplane

Shipment of 720 pounds
Gooch's Quality Bread
Gooch's Best Pancake
Flour and
Gooch's Best Macaroni

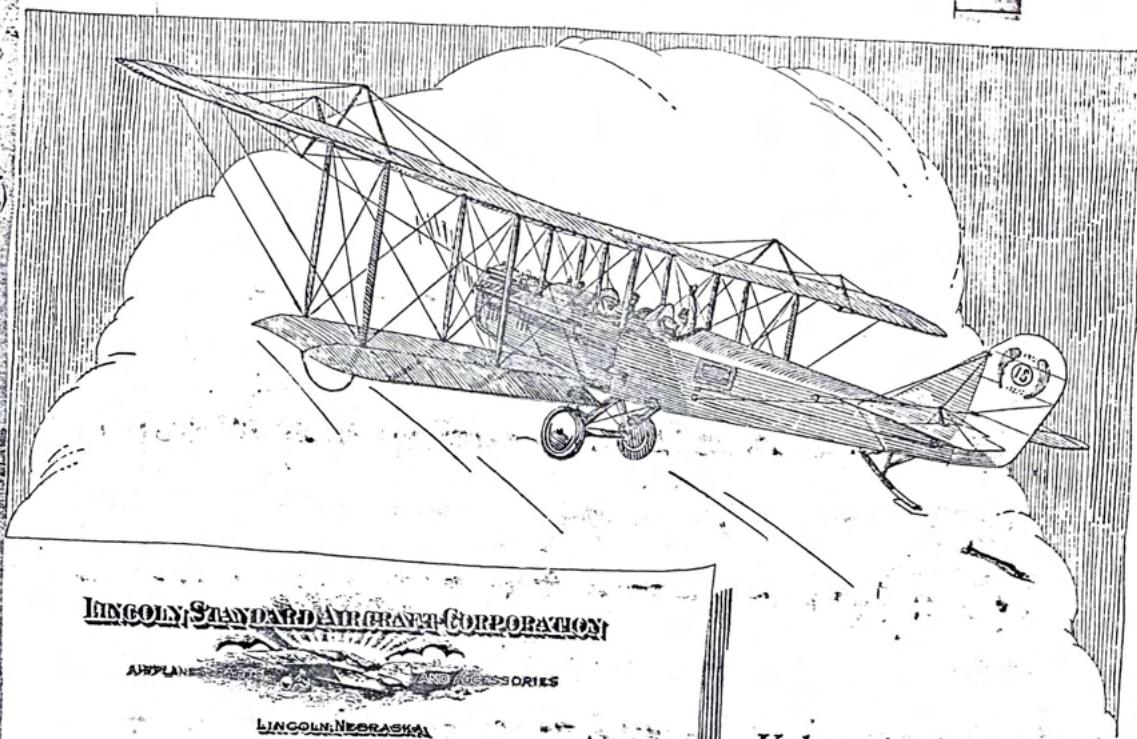
Sent to David City in 29 minutes--the fastest food shipment ever made in Nebraska.



The above picture shows the loading of the airplane at the Lincoln aviation field. The shipment was made in a Lincoln Standard 5-passenger plane, manufactured by the Lincoln Standard Aircraft Corporation. The plane was driven by Pilot Pete Hill. C. E. Masterman, manager of the Gooch Food Products company, accompanied Pilot Hill on the trip.

The Shipment Was Delivered to Hanson Bros. Market, David City, Nebraska.

This advertisement will appear in Aero Digest, U.S. Air Services
and Slipstream for May



LINCOLN STANDARD AIRCRAFT CORPORATION

AIRCRAFT AND ACCESSORIES

LINCOLN, NEBRASKA

Valentine & Co.,
Chicago, Ill.

January 7, 1925

Gentlemen:-

We have just completed a shipment of two planes to the United Fruit Co. of Tela, Honduras, which makes four planes delivered to this concern in the last year.

Aerial transportation is of vast importance to this company as the officials use the planes chiefly to transport them from Tela on the Coast to Tegucigalpa in the interior, a distance of 140 miles. This trip is made by one of our planes in from an hour and forty minutes to two hours while by any other means of transportation in that country it requires five days. It is necessary to fly at an altitude of 12,000 ft. in order to get over the mountains.

You can readily see why this company would want the most efficient and best in commercial aircraft and we have been able to supply them chiefly because we had a plane with a durable and lasting finish, which is very essential in that climate. The wood parts were varnished with Valspar to protect them from moisture and then wings and fuselage were finished with several coats of Valspar.

We have found by much experience that Valspar is the ONLY varnish that will withstand any amount of moisture and heat and still retain its lustre. We have also found that Valspar increases the life of a ship to a great extent because it preserves the covering and wood parts as no other varnish does.

Very truly yours,

LINCOLN STANDARD AIRCRAFT CORP.

Ray Fage, Pres.

VL

The map at the right shows the 140 mile flight from Tegucigalpa to the coast. It is necessary for the plane to fly at an altitude of 12,000 feet to clear the mountains.

Valspar in the Tropics

REDUCING a five-day journey over a mountain range into a two-hour flight, is all in the day's work of the four Lincoln planes which transport officials of the United Fruit Company from the sea coast of Honduras to the interior.

To cope successfully with the humid tropical climate of Central America, the finish of these planes must be *exceptional*—which explains why they are Valsparred.

Always, whenever a durable, accident-proof, weather-proof finish is essential, modern aircraft designers demand Valspar.

**VALENTINE'S
VALSPAR**
The Varnish That Won't Turn White

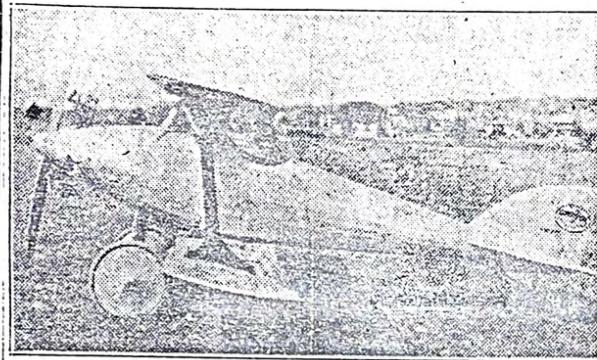


Encil Chambers

M53726

from Scrapbook

1925



World's Smallest Sport Plane. Official Altitude Test
This Afternoon.

BIG FREE AERIAL EXHIBITION

Flying Field

Lincoln, Neb., Sunday April 26 1:00 P.M.

Parachute Leap From 5000 Feet

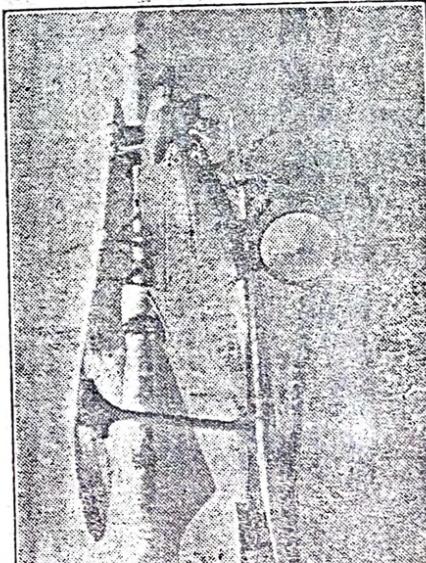
A REAL AFTERNOON'S ENTERTAINMENT...

DON'T MISS IT.

PAGE'S AERIAL PAGEANT.

DAY, APRIL 26, 1925

Lincoln Firm Makes Smallest Bi-Plane



Above is pictured the sportsman's small plane, capable of landing in a regular street that is free of telephones and telegraph wires.

There are several new features of the Lincoln Aircraft corporation of Lincoln. The machine is said to be one of the smallest bi-planes made. It weighs 360 pounds, cruises at one hundred miles an hour and develops thirty horsepower. It has an average mileage of thirty-five miles to a gallon of gasoline. Ray Page of the Lincoln Aircraft corporation predicts that "this type of ship, in time to come, will take the same place in aeronautics that the Ford does today in automobiles." This ship opens a new field of possibilities in the world of aviation. This

smallest Bi-Plane in the World
MADE AND SOLD BY
Lincoln Standard Aircraft Corp.
"St."
B3726

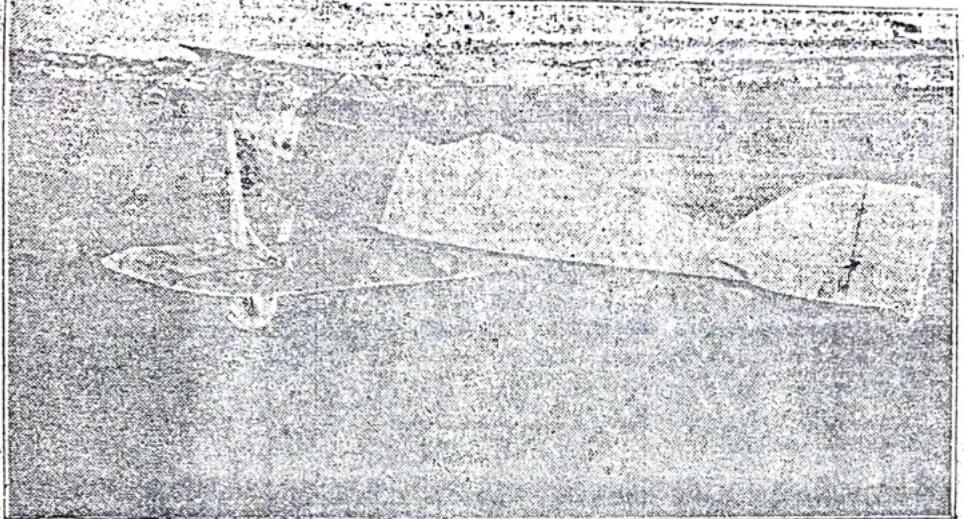
Encil Chambers

MS 3726

from scrapbook

Probabey 1925

World's Tiniest Biplane, Made In Lincoln, Makes a Successful Test Flight Tuesday



—Photo by MacDonald.

It was a success!

The world's tiniest biplane flew like a bird over Lincoln last Tuesday, bucked a twenty-mile wind, and outdistanced a standard-size airship sent up to take its pace.

Not only that but it cleared the ground twice as quickly as was expected, proved steadier and carried a heavier load than had been planned.

This plane was designed by S. S. Swanson for the Lincoln Standard Aircraft Corporation, and has been in the process of construction for the last six months. It is less than six feet high, twenty feet in width and sixteen feet long. According to Ray Page of the company, it is the smallest of its kind that ever lifted off the ground.

Weather Prevents Flight.

An exhibition flight was first planned for last Sunday, but bad

weather prevented. Any new machine is liable to be a tricky proposition, let alone one as small as this.

"If I'd known she was going to be as steady as she proved to be, we would have taken her out Sunday, wind or no wind," declared Page.

Earl Barnes was the pilot who made the trial. Barnes weighs 190 pounds, about 60 more than Ever Sloniger who was scheduled to attempt it. Total lifting power of the little biplane is rated as 230 pounds, and with the pilot, his heavy flying clothes, gasoline and oil, that point was almost reached.

Has Imported Engine.

A truck hauled the plane to its field on South Twentieth street, and within an hour it was set up. The motor, imported from France, fired off and tested well. Barnes climbed in, and the adventure started.

With a run of but 75 feet, the plane lifted its wheels off the ground. It climbed fast and steadily,

and was soon swinging in big circles over the field.

Barnes looked down and waved to his friends on the ground. His long arm reached a third of the way to the end of the wing, and looked as if it might over-balance the machine.

Rides On Even Keel.

But Barnes reported after his descent that there was not need to part his hair in the exact center or take like precautionary measures. Though precise handling was naturally needful with so small a machine, it proved unusually steady and seemed to lack the unruly habits of the average diminutive plane.

Successful as the performance of this model was, Ray Page declares that he can take off thirty or forty pounds of its 370-pound weight and leave its strength unimpaired.

Maximum speed of the biplane is 90 miles per hour, and its cruising speed is 75 miles. It carries gasoline for three hours consumption, and makes 85 miles to the gallon.

Hot Tip Brings Pilot Speeding to Track; Loses and Nearly Lands in Jail.

A "hot tip" on a "sure thing" horse, clock hands nearing post time, ten miles from Ak-Sar-Ben field. An airplane nearby. So into the plane hopped Aubrey Pedlar, pilot for the Lincoln-Standard Aircraft company. From Pulitzer field it arose. In a "jiffy" it lighted at Ak-Sar-Ben field. Across the field races Pedlar just in time to "hit the horse" on the nose with a substantial bet, before it left the post, Friday.

The horse lost. At the plane awaited officers. He wasn't arrested on promise to ride to the races thereafter in an auto or street car.

WICHITA PROMISED REGULAR AIRPLANE PASSENGER ROUTE

THE WESLEYAN

Planes Scheduled To Run to
St. Louis, Omaha, Kansas
City and Tulsa

USE SWALLOW FIELD

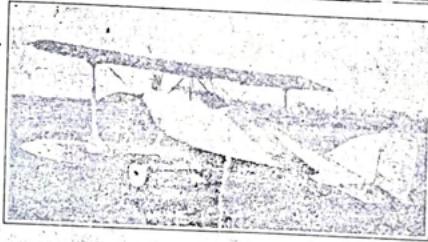
Wichita will have regular airplane passenger service to St. Louis, Kansas City, Omaha and Tulsa in the near future, according to announcement of Ray Page, president of the Lincoln Standard Aircraft corporation, of Lincoln, Neb., Tuesday.

Six five-passenger planes will be put into service on the route, according to a deal closed between the aircraft corporation and the Kansas City Airways corporation.

The Swallow field undoubtedly will be used by the planes here, according to J. M. Moellendorf, president of the Swallow Airplane Manufacturing company.

"Mr. Page and I are the best of friends and have been dealing with each other for the past five years. Although I had not been informed of the deal, he knows he is welcome to use my field and that I will co-operate with him in every way to make the line a success," said Mr. Moellendorf. "It will make it easier for us to get started in such a business, too, as we probably will run extension lines to Denver, or other points," he concluded.

Mr. Page, who was in Kansas City Tuesday in the interests of the proposed line, intimated he was considering moving his plant from Lincoln to that city.



Lincoln Company Offers Biplane for Usual Price of Car

Travels 35 Miles on a Gallon. Saves Tires.

Why worry about hilly, rough or muddy roads when you can travel smoothly above it all, as free as a bird, in your own aeroplane. Why fret about crowded streets, impeded intersections, dangerous crossings and narrow roads when you can take your own path and pick your own trail in the air above you.

The Lincoln Standard Aircraft Corporation, 2409 O St., offers a new plane at the price of an automobile. If you do not have the cash to buy one already set up, you can buy the material from them for less than the price of second hand Ford and set it up yourself.

The plane is small enough to go in a two car garage, the total span of wings being twenty feet, and the length over all being sixteen feet. The height over all is five feet and seven inches. It weighs 370 pounds empty.

The plane is built so that it can be dismantled and crated with minimum effort. It will travel from 35 to 40 miles per hour and will cover thirty-five miles on a gallon of gasoline. One filling of the tank will take the driver two hundred and fifty miles.

If you are doubtful about driving the machine yourself you may purchase a practical home study course in aeronautics from the Lincoln Standard Aircraft Corporation for \$5.00.

If you are contemplating the purchase of a flying drop in at the Aircraft office. You may be convinced that in this day of competitive efficiency you have no us for the sluggish, earthcreeping automobile.

President Takes Aerial Trip.

President Jas. McQueeney had his first ride in an aeroplane last Wednesday afternoon. He was the guest of the Kansas City Airways Transportation Company, a newly organized company to engage in aerial transportation. The flight was made from Richard's field with Robert Cochrane, who is in charge of ships for the Company, acting as pilot.

The plane used was a "Lincoln Standard," manufactured by the Lincoln Aeroplane Corporation of Lincoln, Nebraska, and is the first of a half dozen ships that have been ordered by the Kansas City Airways Transportation Co. They will be used on routes to be established to Tulsa, Wichita, Omaha and St. Louis. It is intended to start with the Tulsa Route. Passengers and light express matter will be handled at regularly established rates and it is the intention of the Company to bid on the air mail Kansas City to Chicago. Ed. G. Bern is manager of the Company.

Mr. McQueeney reports that he enjoyed his ride very much.

"MITE" PLANE TO FLY

Biplane to Hop Off From City Street In Demonstration Flight.

The "mite" biplane manufactured by the Lincoln Standard Aircraft company of Lincoln was in readiness to take off from Twentieth street and St. Mary's avenue at 1:30 p. m. today. The plane, which has a wing spread of sixteen feet, was to ascend from an Omaha street to demonstrate its utility for commercial flying. It will be the first time an airplane has ever risen into the air from an Omaha street. Police will close St. Mary's avenue from Nineteenth to Twentieth streets. City officials will witness the demonstration.

AIRPLANE WILL FLY FROM STREET

One-Man Ship to Hop Off Here Saturday as Demonstration.

Disabled War veterans and Omahans generally will have an opportunity Saturday afternoon to witness a small plane, the smallest commercial airplane in the world under the auspices of the Lincoln Standard Aircraft corporation, with Augie Peddler as pilot. Ray Page, president and general manager of the corporation, and J. M. Fitzsimmons, head of the publicity department, conferred Wednesday morning with Mayor Dahlman, Police Commissioner Henry W. Dunn and Chief of Police Charles Van Deusen. St. Mary's avenue from Twentieth to Nineteenth streets, was selected as the starting place. The landing will be made at the Pulitzer field in north Omaha. Chief of police will keep a space cleared for Peddler to use in taking the air.

To Stimulate Aviation Interest.

The flying of this one-passenger airplane from a street will impress Omahans with the growing importance of commercial aviation and the necessity of developing the new municipal air field, Page explained. He related that commercial planes are being used in South America for crossing the mountains and his company is making 11 five-passenger planes for a Kansas City airway company.

"It will not be long before we have airports on the buildings," Page said. "In Los Angeles we hopped off with our small plane from a seven-story building. We read that seaplanes are started from and landed on ships. We are moving rapidly ahead in the field of aviation and Omaha should be alive to its possibilities as an air center."

Lincoln Sport Plane.

The plane that will be used is known as the Lincoln sport plane, with a wing span of 20 feet and weighing 370 pounds when empty. It has a speed of 90 miles an hour, range of 250 miles, and will climb 800 feet per minute.

Peddler, who will pilot this plane over the city and out to the race track Saturday, was in the air service during the war. He performed many stunts for motion pictures in California and is known for his skill and daring in the air.

City Officials Interested.

Mayor Dahlman and Police Commissioner Dunn are interested in the flight of the tiny plane. They will witness Peddler take off. Mayor Dahlman stated that he appreciates the rapid development of aviation and he is sold on the idea that Omaha should keep up with the procession. Commissioner Dunn also showed a keen interest in the idea of a small plane starting from a city street. He said he believes some day the police will have an airplane service with an airport at Central police station.

CIVIL WAR VETS RIDE AIRPLANE

Four inmates at the Old Soldiers' home, Millard, responded to the advertisement of the Lincoln Standard Aircraft corporation, that the first 10 veterans to come to Pulitzer field last Thursday would be given an airplane ride free.

These four were taken up in one machine: N. P. Stall, 82; M. H. Towle, 93; George Beemer, 73, and Mrs. N. P. Stall, 83. Their ages total 341 years, which is believed to set a record for the number of years represented in one airplane flight. W. B. Atwell, 32, was the pilot.

BABY PLANE HOPS OFF FROM STREET

Flivver of Air Makes Flight From St. Mary's Avenue to Florence.

Hundreds of people who lined St. Mary's avenue to watch Augie Peddler "hop off" in a baby biplane Saturday afternoon gasped as he taxied down the street from Twenty-fourth and then rose, barely missing the heads of many who stood at Twentieth. The plane is said to be the smallest in the world, having a sixteen-foot wing spread. It was the first time a plane has risen from an Omaha downtown street.

With the whir of propeller and sputtering of motor, the "flivver of the air" was off at a dizzy pace, careening a bit and raising doubts as to whether it would clear trees and houses. Skimming above the heads of spectators and narrowly escaping contact with trees, however, the little plane was off and turned its nose north.

The hop-off had been momentarily delayed, when it was found one of the tires was "flat;" but a few strokes with an auto tire pump put it in flying shape.

St. Mary's avenue from Twenty-fourth to Nineteenth streets had been cleared and policed for the ascension.

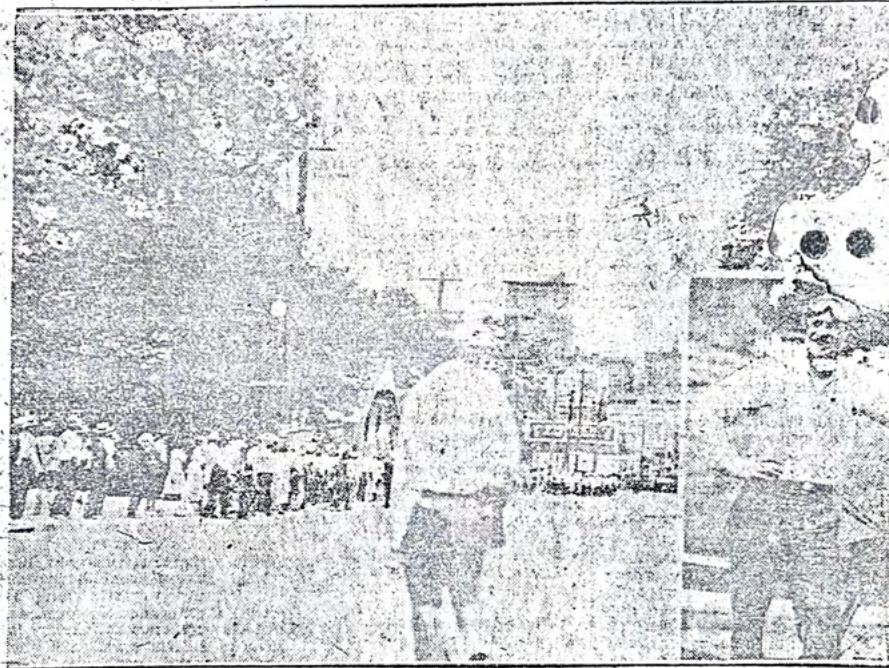
It was a dangerous stunt at best, but good fortune attended Peddler, who is 21 and a stunt flyer by trade, and he reached the flying field north of Florence in safety. There he again took the air and performed a number of stunts for several hundred people who followed him in automobiles.

The ascension was put on to advertise the plane, which is called the "Lincoln Sport Special." It is manufactured by the Lincoln Standard Aircraft corporation and retails for \$1,495.

It is built to carry only the pilot, weighs 370 pounds and can be towed about by a single man. The motor develops a speed of ninety to 100 miles per hour and will climb 800 feet per minute after it takes the air.

Plane Takes Off From Business Street

Great Crowd Cheers Flier in 370-Pound Craft Who Starts Flight at Twenty-fourth and St. Mary's.



The air flivver in flight, and inset, Aviator Pedlar.

Starting at Twenty-fourth street and St. Mary's avenue and running east down the latter thoroughfare for more than a block the tiny Lincoln sport plane or air flivver yesterday afternoon demonstrated before a great throng of people that to rise from a street in the heart of a great city—is one of the best things it does.

"The smallest commercial airplane in the world" was pulled through the streets to the starting point from Pulitzer field. The flight to have taken place at 1:30 was somewhat delayed owing to the flivver puncturing a tire, but

when the tiny one man conveyance coursed down the wide street and took the air as part as an English sparrow, the crowd cheered Aviator Augey Pedlar to the echo, even though he couldn't hear it.

Ordinarily the Lincoln sport plane will take the air with a 1 hundred foot start, but because of conditions, the run yesterday before the craft took off was considerably longer.

Pilot Pedlar after taking the air flew north over the city to Pulitzer field.

The plane has a wing span of twenty feet, weighs 370 pounds

when empty, will attain a speed of ninety miles an hour, has a range of 250 miles and will climb 8 hundred feet a minute. It is manufactured by the Lincoln Standard Aircraft corporation of Lincoln, Neb.

At 3 o'clock this afternoon a flying program will be given by this corporation at Pulitzer field. Pedlar will walk the wings of a flying plane handcuffed, and will do numerous other stunts while so handicapped.

The air flivver made by this company costs \$1,495, and is made largely of ash, spruce and aluminum.

GIRLS SEEK RIGHT TO PARACHUTE JUMP

Show Keen Disappointment
Over Necessary Papers—
Full Evening of Thrills for
Tonight.

Interest in the Page Aerial Pageant being held at Tanner field, northwest of the city, is keen. Every night finds a large number of cars parked along the road west of the field for about a mile and dozens of persons eager to take a sail through the sky.

Stunt flying has attracted many, and since the Hastings motor policeman took his daring jump from the plane 1,500 feet up, about a dozen young people, both boys and girls, have sought the privilege of doing likewise.

Last night, four girls decided to take the drop and when they learned that they would not be permitted to do so without their parents' consent, they were vehement in their expressions of disappointment.

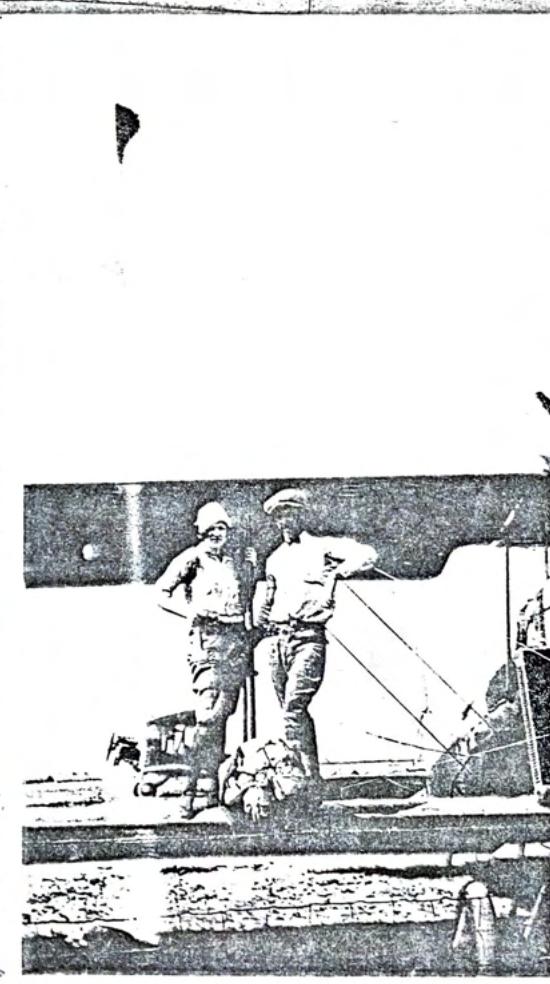
One girl who is past 21, and has prepared the necessary papers, is expected to jump off between 7 and 7:30.

George R. Ojern, 42½ south St. Joseph avenue, is to make a parachute descent at 6:30, and at dusk Harry Booth will crop 2,000 feet carrying lighted flares in each hand. This latter event was postponed from last night.

There is to be wing walking in addition to the parachute drops early in the evening, probably between 6:30 and 7.

The planes here are to be in Columbus next Sunday in connection with an American Legion event, Sergeant Chambers said this noon.

One hundred and fifty persons rode in the two planes last night.





Page's Aerial Pageant

SEE RALPH PARCAUT
Land by a Rope From
Speeding Plane

Most Daring of Air Stunts

WING WALKING
STUNT FLYING

Begins at 1 P. M.

ALL FREE

Parking Space Free
Passengers Carried Over
Omaha at \$3 a Trip

At Pulitzer Field

North End of Florence

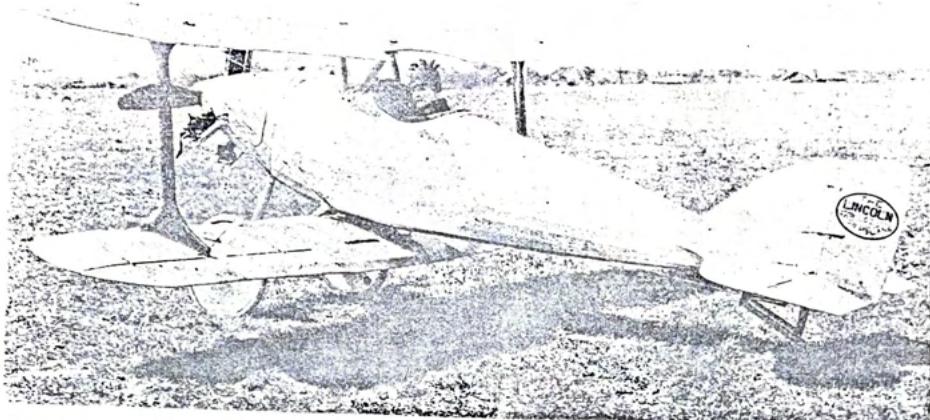
Boulevard

24th and Reed Streets

Saturday and Sunday

October 18-19

The Lincoln Sport Plane



This trim little sport plane built by the Lincoln Standard Aircraft Corporation of Lincoln Nebraska, is powered by a 30-HP Anzani motor and in recent tests carried the diminutive ship over 100 miles per hour. This job is priced at \$1495.00 complete or the parts may be purchased from the company for your own building at \$147.00 (less motor, cloth and instruments, but including blue prints).

THREE are many features infused in this little job and by the removal of seven bolts the plane may be dismantled and ready for crating or storage in less than 30 minutes. The entire tail unit is of welded steel tubing construction. The stabilizer is of symmetrical camber and detachable, while the rudder and fin are built into the fuselage so that there is a small fin exposed on the underside to which is attached the tail skid, this also being of steel and resting on the usual shock absorber cord. The undercarriage is of steel tube construction with through axle. The struts are streamlined with balsa wood. 20x4 wheels are used. Width of axle is 4½ ft. **Wings**—The webs of the ribs are Bass wood with the usual lightening holes, capstrips are of spruce. Spars are of the routed I beam sections also of spruce and spliced in the center so that they are continuous spars through the whole span of the wing with a dihedral of 4 deg., both planes are built in one continuous panel from tip to tip.

The upper plane has a cut-away at the center over the cockpit and is fastened to the center N struts with four bolts. The lower plane, which is single panel, is fastened to the underside of fuselage with three bolts. The ailerons are on the lower plane only, and aileron control wires run within the lower wing. The single I-struts on each side of interplane bracing are of built-up spruce laminations. Landing wires are single, flying wires are double, all are 3/32 in. cable.

Fuselage—The fuselage is of the girder type built of spruce, the longerons being of ash forward of cockpit. The cockpit has plenty of leg room for such a small machine. The rear end of fuselage lined with basswood

false work. The cowling is of 20 ga. aluminum. A three hour duration gas tank is located between fuselage and cowling just over the center of gravity. Engine is separated from the fuselage with an aluminum wall.

Dimensions—

Span both wing, 20 ft.

Chord both wings, 34 in.

Gap between wings, 40 in.

Stagger, 15 in.

Length over all, 16 ft.

Height over all, 5 ft. 7 in.

Wings—

Wing curve, U. S. A. 27.

Total wing area, 108 sq. ft.

Angle of incidence, top wing, 1½ deg.

Angle of incidence, bottom wing 0 deg.

Decalage, 1½ deg.

Dihedral both wings, 4 deg.

Tail Unit—

Stabilizer area, 7½ sq. ft.

Elevator area, 5½ sq. ft.

Fin area, 3 sq. ft.

Rudder area, 3 sq. ft.

Aileron area, each 6 sq. ft.

Weights—

Weights empty, 370 lbs.

Weight loaded, full load, 600 lbs.

Wing loading, 5½ lb. per sq. ft.

Power loading, 17 lbs. per HP.

Power Plant—

Anzani 3 cyl. 30-35 HP.

Propeller, 6 ft. dia., 5½ ft. pitch.

Propeller speed 1,500 rpm.

Oil capacity 5 qts.

Gas capacity 6 gal.

Performance With Full Load—

Maximum speed, 90 m. p. h.

Cruising speed, 75 m. p. h.

Minimum speed, 35 m. p. h.

Range, 250 miles.

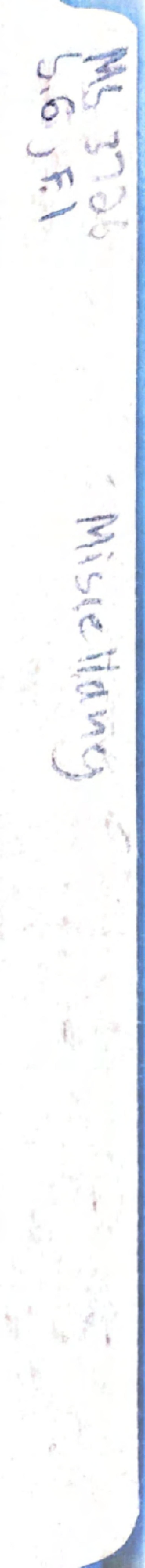
Climb, 800 ft. per minute.

Miles per gal. of fuel, 35.

Factor of safety throughout 11.

Finish—

The plane is covered with Grade A linen, 5 coats of new Titanite nitrate dope and finished with Valspar varnish.





Encil Chambers