

Official Program Wednesday, Jan. 19
1 9 1 0

FIRST IN AMERICA

AVIATION MEET

LOS
ANGELES

JANUARY
10-20
1910

American & Foreign
Aviators
DAILY FLIGHTS

ARIZONA DAY
PRICE 10 CENTS

OFFICERS OF THE MEET

EXECUTIVE COMMITTEE

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M. C. NEUNER PAUL W. BECK DICK FERRIS WM. C. STEPHENS
ALTERNATES—A. L. SMITH, GEO. B. HARRISON.
W. H. LEONARD,..... SEC'Y TO JUDGES

PROGRAM

All Aviators before starting must notify the judges for which prize they are about to compete. The time of starting will be taken when the aeroplane crosses the line between the two posts opposite the grandstand in flight. All aeroplanes must make a complete circuit outside of the pylons and there will be a judge stationed at each end of the field to see that no aeroplane passes inside the posts. All aeroplanes must proceed in a direction contrary to the movement of the hands of a watch; that is, from left to right down the hill and around the course. If for any reason aviators desire to stop they should, if possible, proceed inside the course in order to remain out of the track of other aeroplanes. Aviators must not fly over the grand stand or any place where a crowd is assembled without permission of the judges. Aviators violating this rule will be penalized. In contests for height prizes, aviators must start in the usual direction, proceed around the course, and then pass over a balloon which will be suspended somewhere near the judges stand. Arrangements will be made to calculate the highest altitude attained at or about a point above the balloon mentioned. They must then proceed across to the course and around, always in the same direction

Aviators who do not make a flight every day between the hours of two and five o'clock p. m. of one complete circuit of the course in competition for the speed or endurance contests will be penalized five per cent of their best time for the prize. The length of the course is one and sixty-one one-hundredths (1.61) miles.

For the various prizes offered an aviator is at liberty to compete at any time after two o'clock on the days of the Meet. He can make as many attempts as he wishes to lower his record and the prize will be awarded on the basis of the classification made at the end of the Meet on January 20th.

Competitors have the right of appeal for fifteen days to the Aero Club of America from any decision of the judges, and after that period the prizes will be paid to the winner.

The prizes will be awarded as follows:

A Speed Prize for the best ten laps during the Meet of \$3000, \$2000, and \$500.

Endurance Prize for the aeroplane covering the greatest distance in continuous flight \$3000, \$2000, and \$500.

Prize for the Highest Altitude Reached \$3000, \$2000, and \$500.

Passengers Carrying Prize for the aeroplane making the best time carrying a passenger for three laps of the course, the passenger to weigh one hundred and fifty pounds (any deficiency to be supplied by ballast), \$1000 and \$500.

A prize of \$500 will be awarded to the aeroplane which makes the slowest lap at any time during the Meet.

A starting prize of \$250 will be awarded to the aeroplane which leaves the ground in the shortest distance at any time during the Meet. Another prize of \$250 will be awarded to the aeroplane leaving the ground in the shortest time during the Meet.

A prize of \$1000 will be awarded for the fastest lap made by any aeroplane on any day during the Meet.

A prize of \$250 will be awarded to any aeroplane which starts from a rectangle twenty-five feet square, making a circuit of the course, and landing in the same rectangle.

Timing will cease one-half hour after sunset and no credits will be given for any subsequent performance.

TODAY'S EVENTS

Aviators qualifying, Curtiss, Paulhan, Willard and Hamilton.
 Curtiss will attempt to lower the world's speed record now held by himself.
 Hamilton will start for the distance and endurance record.
 Paulhan will also start for the distance and endurance record.
 Willard will start for distance in landing and slow one lap record.
 Curtiss will also try for quick rise and distance in landing records.

AEROPLANES

NO.	AVIATOR	MACHINE	LAPS	TIME
1	PAULHAN	Farman Biplane.....		
2	PAULHAN	Bleriot Monoplane ..		
3	MASSON	Bleriot Monoplane ..		
4	MISCAROL	Bleriot Monoplane ..		
5	HAMILTON	Curtiss Biplane		
6	CURTISS	Curtiss Biplane		
8	KNABENSHUE	Wright Bros. Biplane		
9	WILLARD	with Curtiss Chassis Curtiss Biplane		
10	H. W. GILL	Gill-Dosh		
11	HARMON	Curtiss Biplane.....		

DIRIGIBLES AIRSHIPS

NO	PILOT	DIRIGIBLE	ALTITUDE	DISTANCE	TIME
11	ROY KNABENSHUE.....	5500 Cubic feet.			
2	L. BEACHY	5500 Cubic feet.			
3	LIEUT. BECK	20,000 Cubic feet.			
	(Gov't Dirigible).				

BALLOONS AT HUNTINGTON PARK

NO.	BALLOON	PILOT	LANDED	ALTITUDE	TIME
1	THE DICK FERRIS.....	KNABENSHUE			
2	CITY OF LOS ANGELES .	GEO. B. HARRISON ..			
3	NEW YORK	C. B. HARMON			
4	PEORIA	FRANK J. KANNE			
5	CITY OF OAKLAND	J. C. MARS			
6	CO. A SIGNAL CORPS....	CHAS. D. COLBY			
7	THE FAIRY	A. C. PILLSBURY.....			

Records for the above balloons may be taken from the newspapers the following morning

OFFICIAL RECORDS OF YESTERDAY'S EVENTS

Louis Paulhan, in Farman Biplane, left Aviation Field at 3:09 41 1-5 o'clock p. m. Returned to Aviation Field at 4:12 23 o'clock. Time elapsed 1 hour 2 min. 42 4-5 sec. Distance traveled each way 22½ miles; round trip 45 miles. Greatest height attained 600 meters (1933.8 ft), lowest reading 220 °, highest reading 330 above °. At high altitude wind was steady at 20 to 25 miles per hour. Engine at all times practically perfect. Circled entirely around the Santa Anita Race Track. Paulhan viewed country as he went along with field glasses.

Curtiss attempts for speedy raise—failed to fly.

Curtiss attempts for rise in short distance—146 ft. 9 in.; 114 ft. 6 in.

Hamilton attempts for rise in short distance—154 ft. 9 in.

No aviators qualified by going entirely around the course.



DICK FERRIS
Who Secured for Los Angeles the Great Aviation Meet

Jno. P. Steele, 607 Equitable Bank Bldg., Distributor

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