



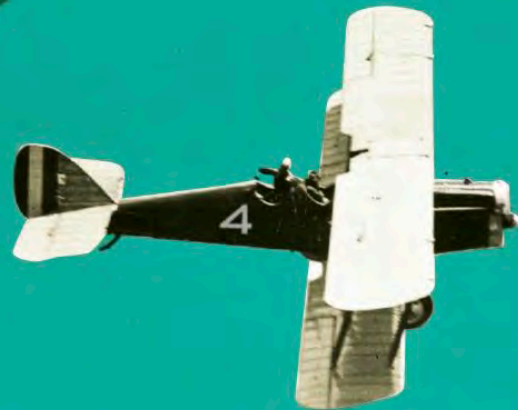
JOHN LANCASTER

"Brings a long-overlooked
episode in the history of American
aviation to vibrant life."

—NATHANIEL PHILBRICK,
New York Times best-selling author
of *Travels with George*



THE GREAT AIR RACE



**GLORY, TRAGEDY, AND THE DAWN
OF AMERICAN AVIATION**



I AM SHIP No. 1000
WILL LEAVE FOR FRANCE JULY 31st.
4:30 P.M.

THE 1001
PLANE

1000
HURRAH!!!

THE DAYTON-WRIGHT AIRPLANE CO.

PLANT 1 - MOTOR TEST - JULY 30 - 19



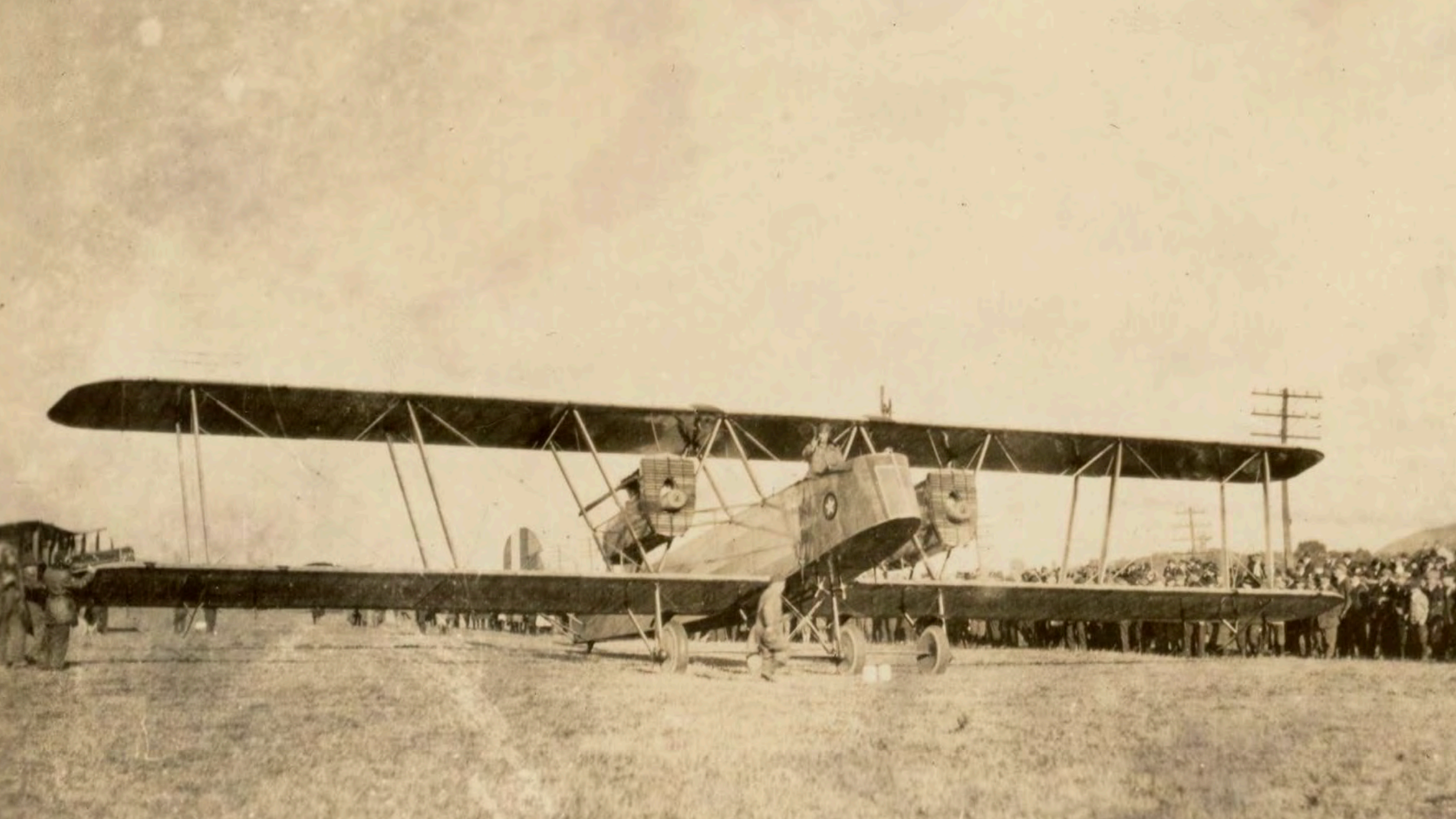


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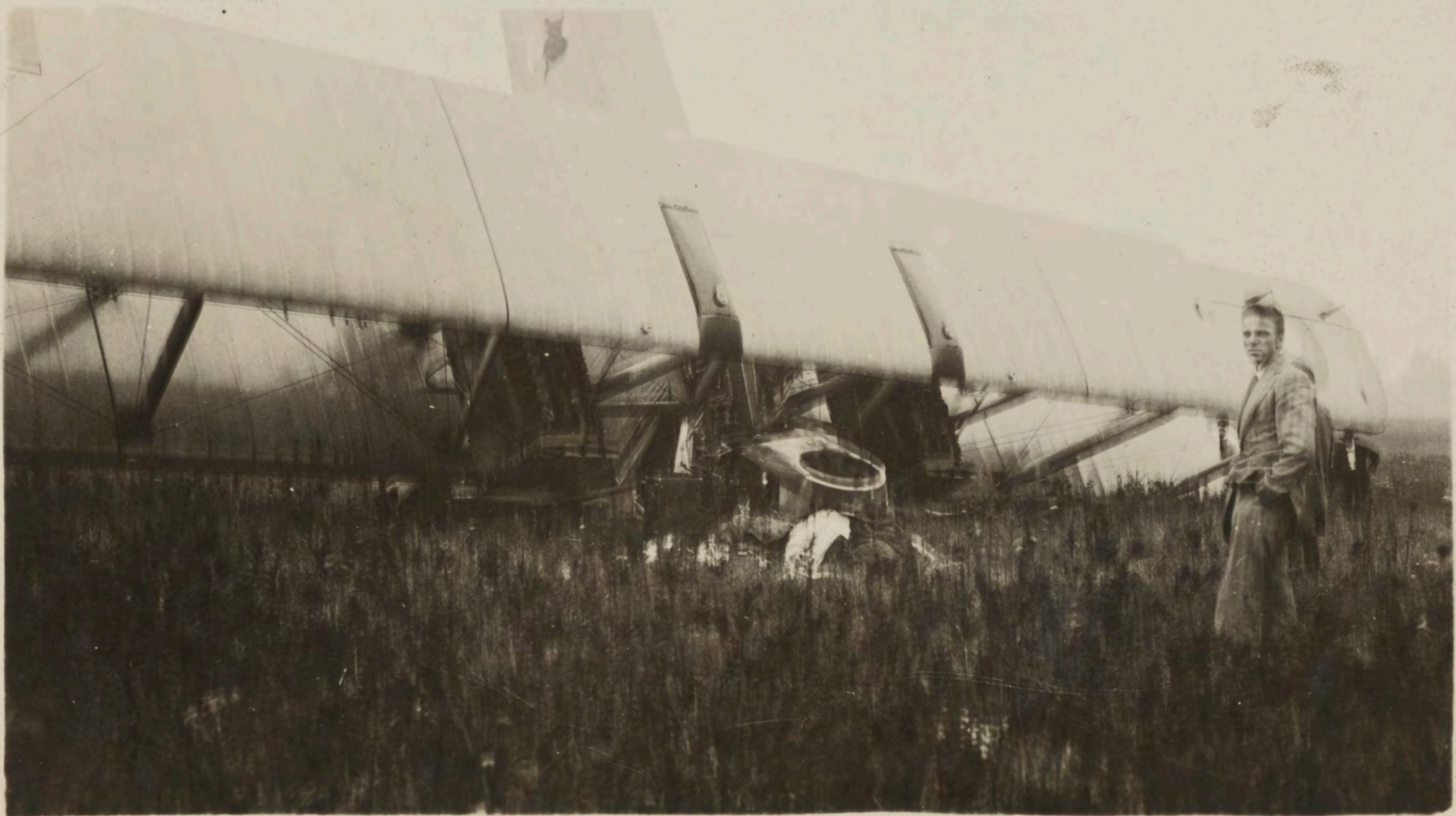


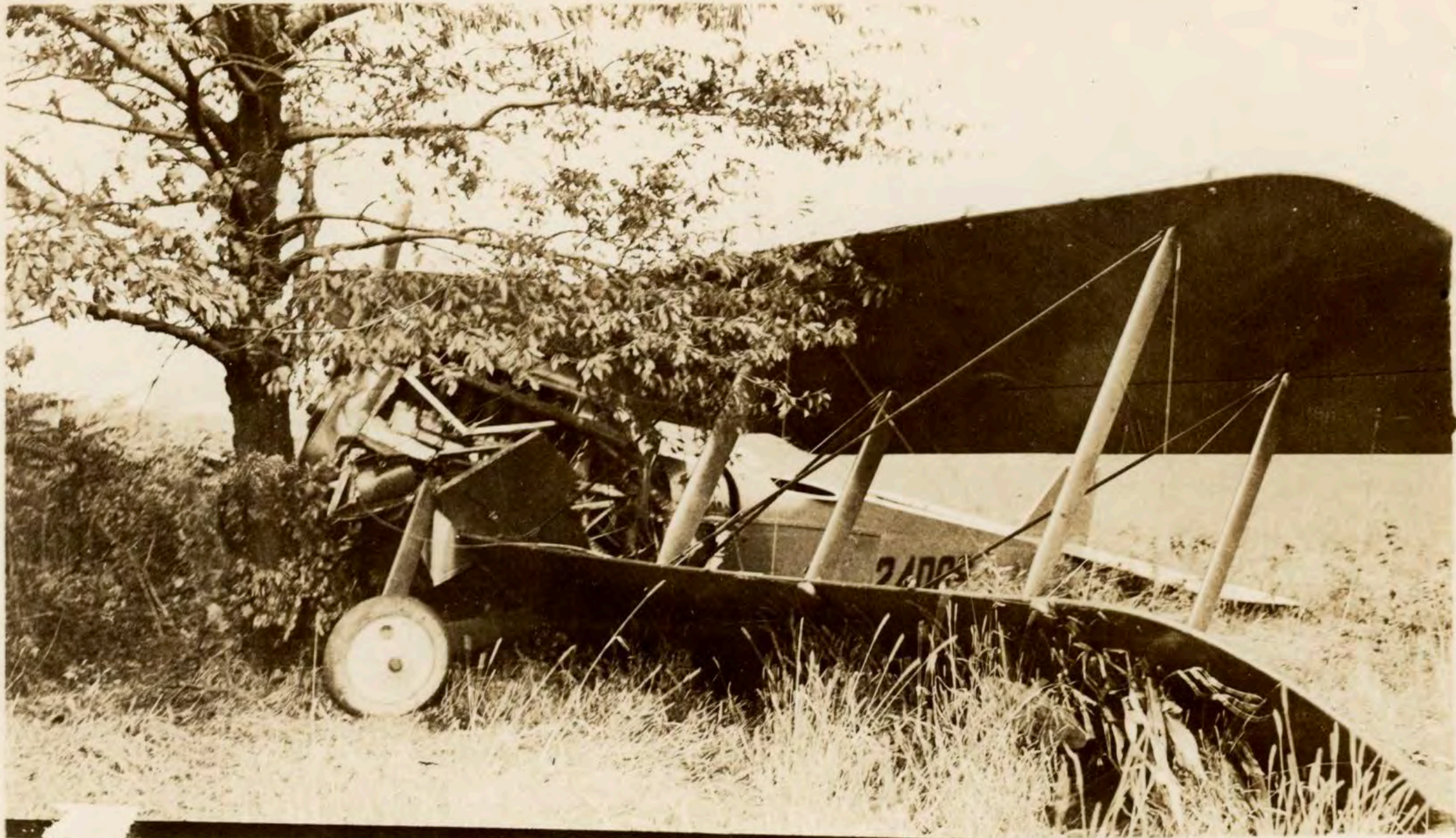
LT COL. HARDING (READY TO DEPART IN HIS
 CASTLE STATION TRAIN ROCK ISLAND FIELD, 12/19 1918

(Faint handwritten text at the bottom of the page)

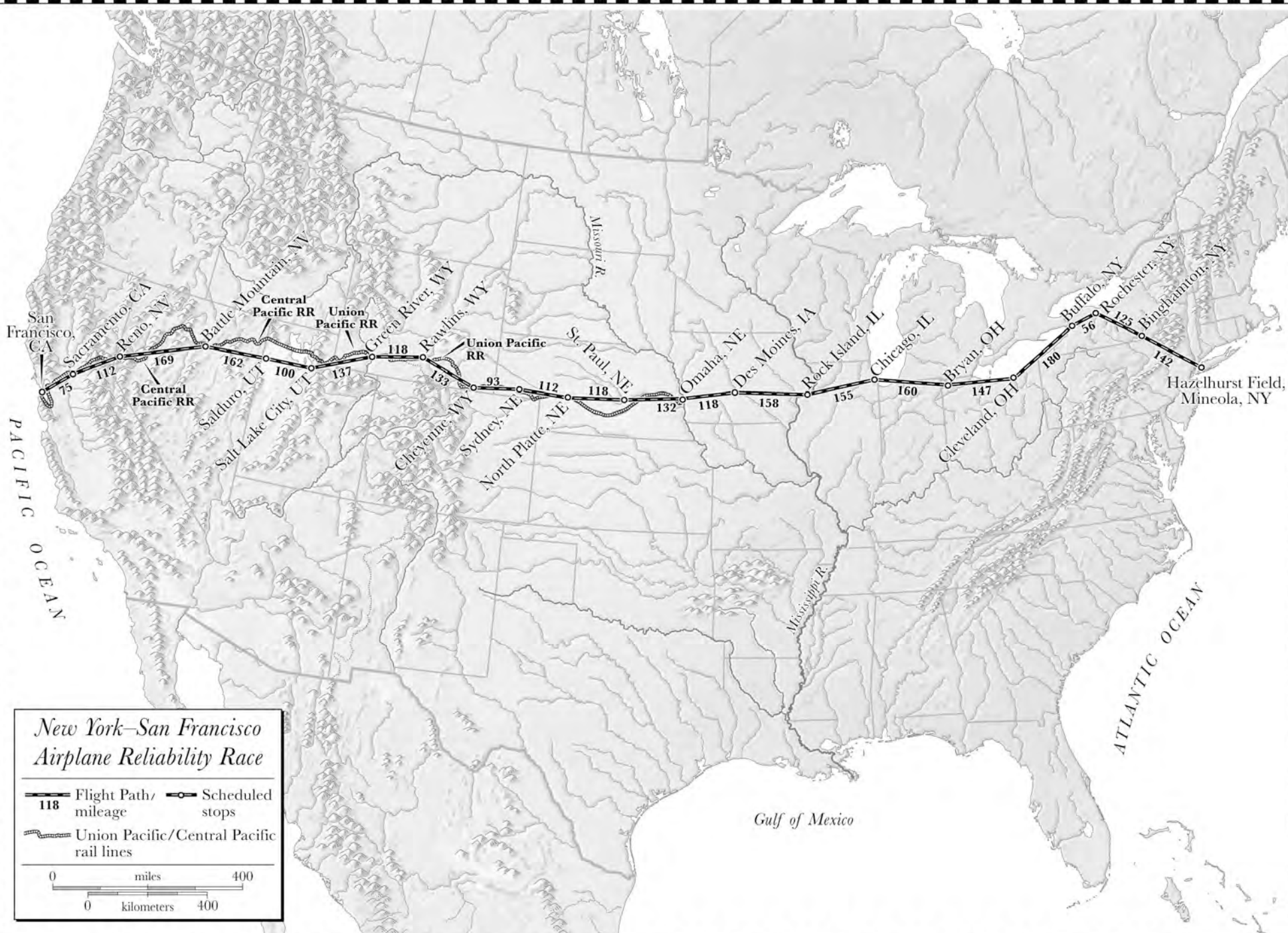


1207

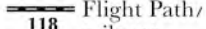
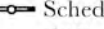
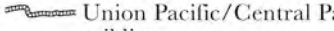




2400



*New York-San Francisco
Airplane Reliability Race*

 Flight Path /  Scheduled stops
118 miles
 Union Pacific/Central Pacific rail lines

0 miles 400
 0 kilometers 400

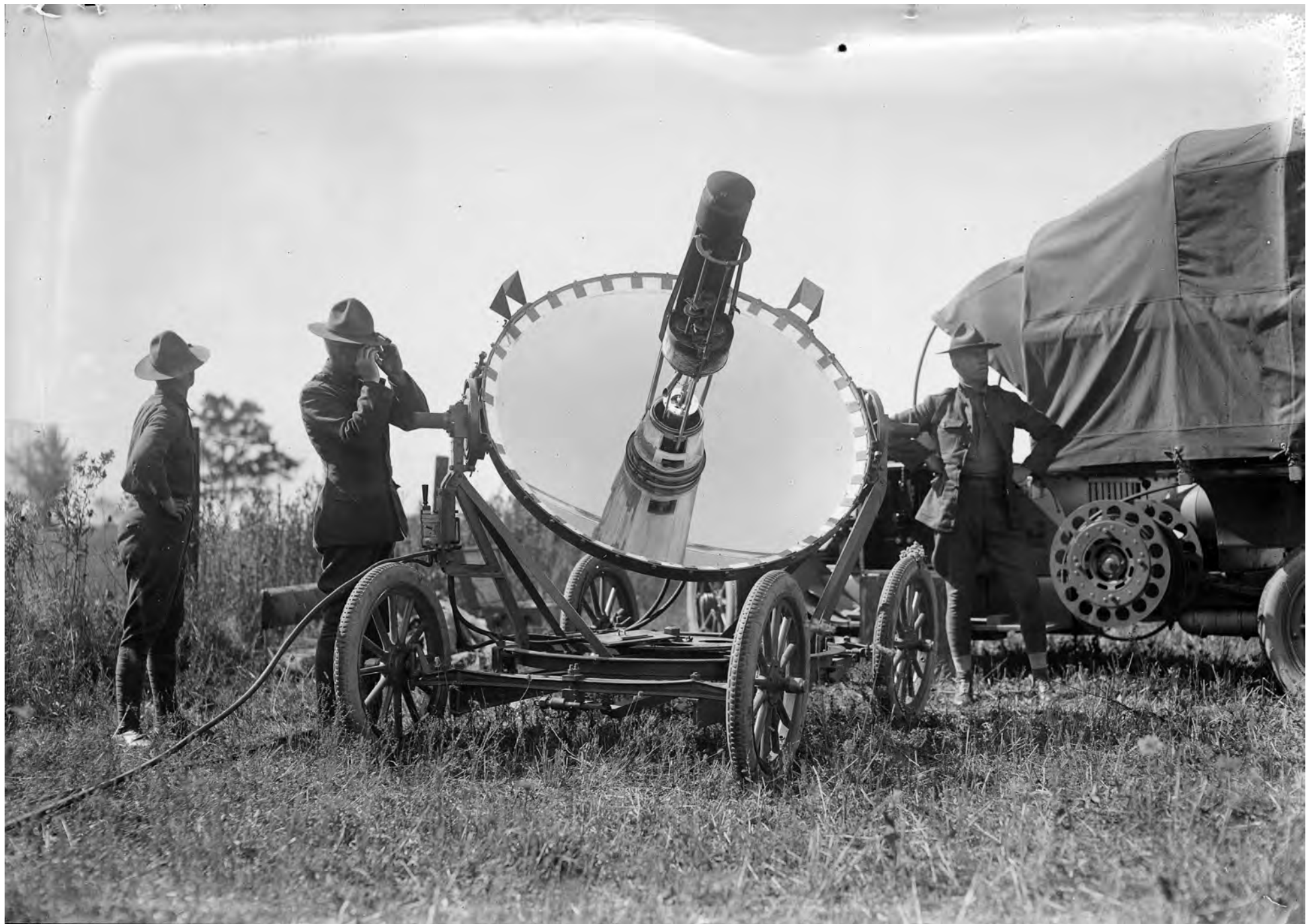


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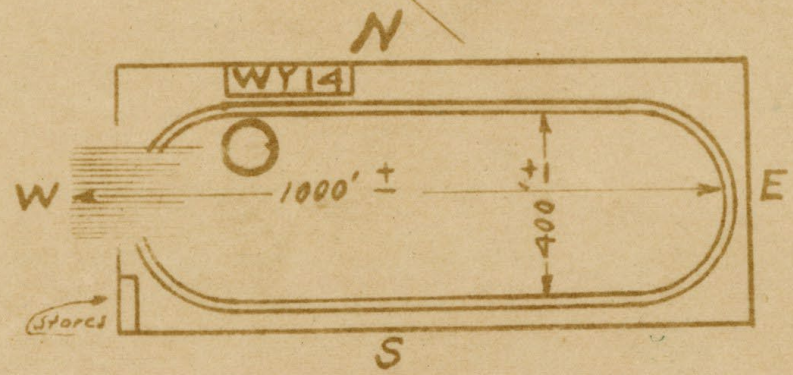
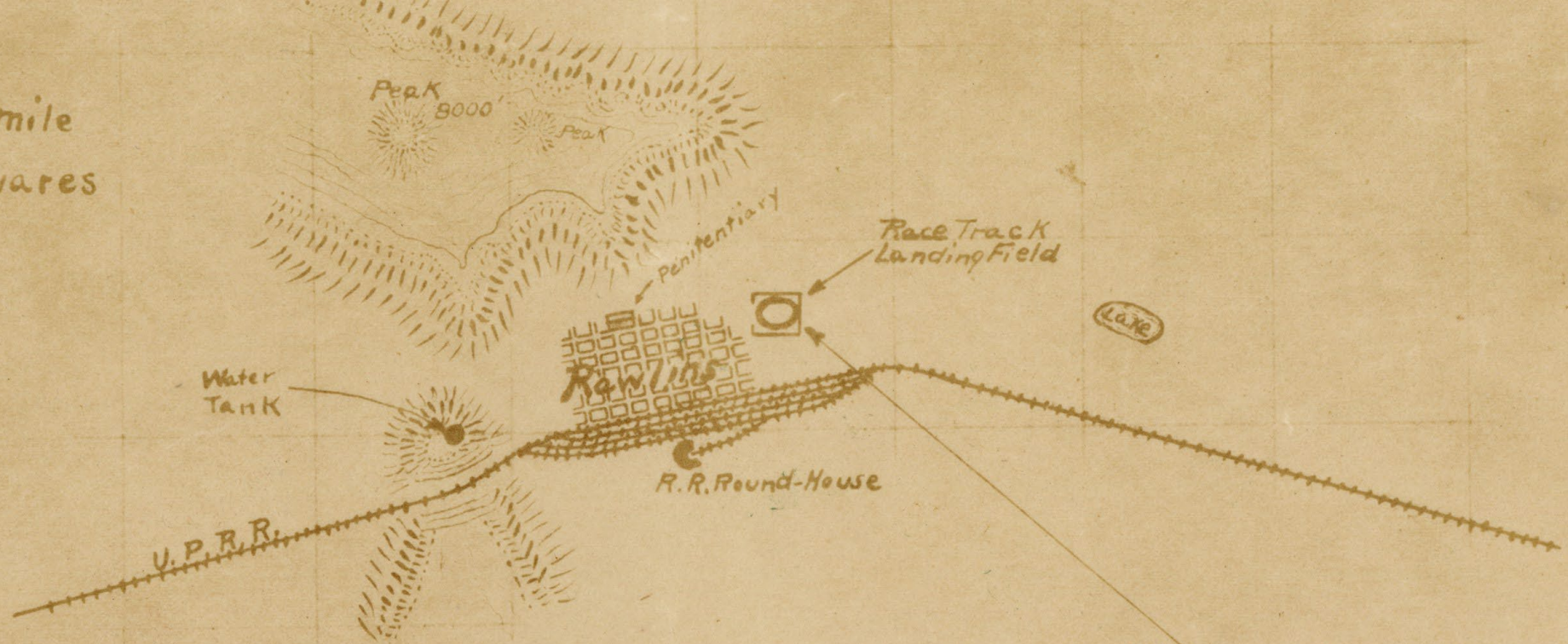








1-mile
Squares

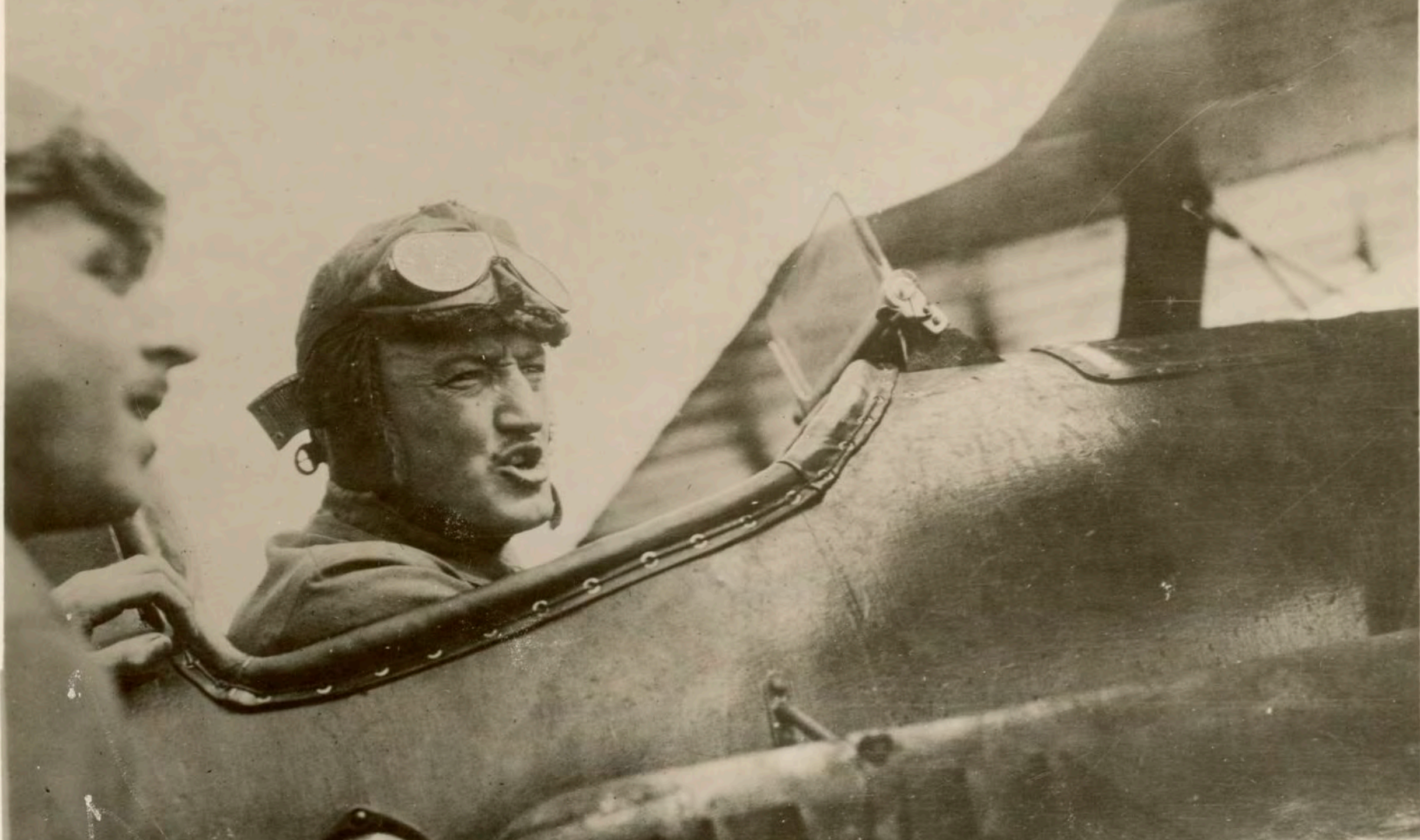


Elev. of RAWLINS 6744'

Plan of Track (Landing Field)

October 6th 1919.

F. B. LONGLEY
Major, Air Service, M. A.











Handwritten text on the left margin: *Wingman 23129*

Handwritten number on the bottom left: *7*





4-4



OFFICIAL
07310



7 Light Races - Personal - Gen. Lygett
7 " " " " - Gen. Menasha
7 " " " " - Lt. Maynard

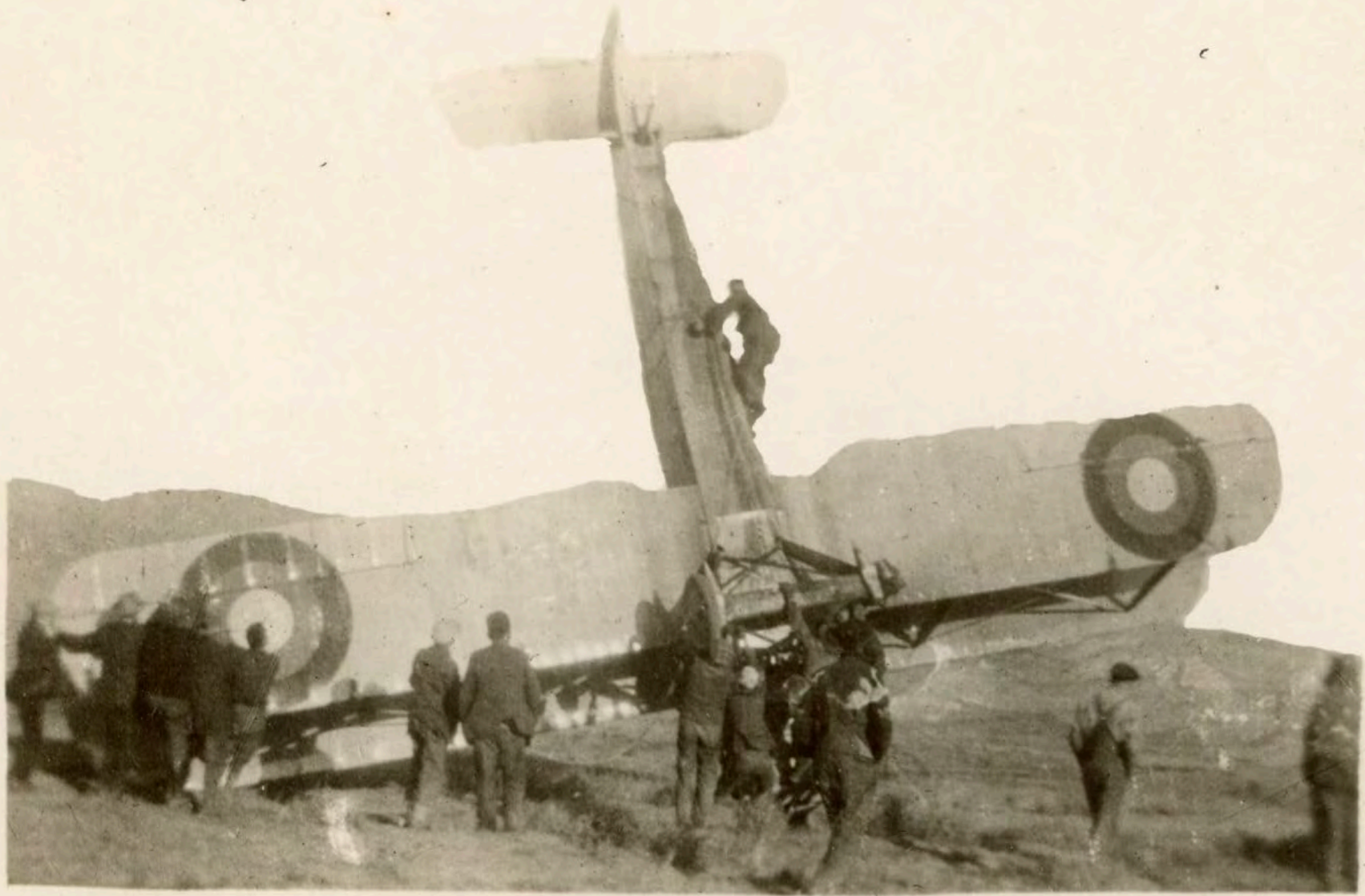


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5039-13





Mackay Trophy





CURTISS AERODROME

From 1920 - 1926 the Curtiss Aeroplane & Motor Company operated an airport on this site known as Curtiss Aerodrome.

Founded in 1910 by Glenn H. Curtiss in Hammondsport, N.Y., the company moved to Buffalo in 1915, and in 1929 built a large aircraft plant in the Town of Tonawanda on Kenmore Avenue at Vulcan Street.

Curtiss Aerodrome was the Buffalo area's principal airport during the early 1920s and hosted many airshows and famous early aviators at its twin hangars which stood near the southwest corner of Egbert Road and Niagara Falls Boulevard. Curtis Parkway follows the route of the old runway and the old airport area is now called Curtis Park.



OHIO
HISTORICAL
MARKER

BRYAN'S
AIR MAIL FIELD



Here, on September 6, 1918, Bryan's Air Mail Field began operations as one of Ohio's first official airfields with the arrival of a survey flight to establish air mail service between New York and Chicago. Scheduled service began on July 1, 1919, and stretched west to San Francisco on September 8, 1920, completing the 2,666 mile U.S. transcontinental air mail route. Flying the Curtiss JN-4H "Jenny," R-4, Standard JR-1B, and later, the De Havilland DH-4, aviators pioneered cross continental flight in open cockpit biplanes without radios or electronic navigational aids and reduced coast to coast mail delivery from 87 hours by rail to 33 hours by air.

(Continued on other side)

THE OHIO BICENTENNIAL COMMISSION, THE LONGBERGER COMPANY
MILLER AVIATION HERITAGE FUND
THE OHIO HISTORICAL SOCIETY









LIGHT SPORT

