

Dr. Edward N. Tihen (1924-1991) was an avid reader and researcher of Wichita newspapers. His notes from Wichita newspapers -- the "Tihen Notes," as we call them -- provide an excellent starting point for further research. They present brief synopses of newspaper articles, identify the newspaper -- Eagle, Beacon or Eagle-Beacon -- in which the stories first appeared, and give exact references to the pages on which the articles are found. Microfilmed copies of these newspapers are available at the Wichita State University Libraries, the Wichita Public Library, or by interlibrary loan from the Kansas State Historical Society.

Subject(s): Swallow

WICHITA BEACON

Saturday, October 2, 1920

page

Real Estate and Building Construction Section

8. Article about the type of wood used in building the E. M. Laird "Laird Swallow" airplanes, with details. Says a Swallow flown by W. A. Burke powered with an OX-5 engine recently climbed to an altitude of 17,000 feet above the field here in an hour and a half after takeoff.

Manufacturing and Milling Section

6. Long article describing the Laird "Swallow" airplane, with details. ("Airplanes Are Wichita Built")

Sunday, February 27, 1921

page

5. Long article reports the Laird Swallow has passed government tests held in Dayton, Ohio the past four weeks. Details. ("Laird Swallow Pass U.S. Tests")

Sunday, March 20, 1921

page

5. Article reports contract let for new Miller Theater in the first block on North Lawrence. Details.
8. The apartment house at northwest corner of Lawrence and English is being remodeled throughout and will be opened April 1 as a popular price transient hotel, to be known as "Hotel Skaer" for J. H. and J. W. Skaer, owners of the building. Details.
- C-4. Article about E. M. Laird Airplane Company. From 25 to 50 men are employed in the company's factory at 228-234 South Wichita Street. Payroll during the past twelve months was over \$60,000. Factory contains 18,000 square feet of floor space. Two planes are turned out each week. Thirty of the Laird Swallow planes have been completed. A new seven passenger ship is now nearing completion. The company also

maintains a staff of mechanics at its 40 acre landing field. E. M. Laird and J. M. Moellindick operate the company. Photographs.

Saturday, December 3, 1921**page**

5. The E. M. Laird airplane factory at 27th and Hillside is nearing completion and will be ready for the manufacture of Laird Swallows before the first of the year. The necessity of re-assembling the planes after they are moved to the field from the present factory at Wichita and English will be done away with.

Monday, May 29, 1922**page**

5. Three Laird Swallow planes left Wichita last Thursday for the Durbar Aviation Meeting at Dallas, where they entered race events on Friday and won over Curtiss planes with the same power motors, covering the 30 mile courses in 16½ seconds compares to the Curtiss' 19 4/10 seconds. Those making the trip included E. M. Laird, W. H. Beach (sic) and others (named).

Wednesday, August 22, 1923**page**

3. Walter Beach (sic), Laird Airplane Company pilot, has received contract to carry mail by air for one week from St. Joseph, Missouri to Omaha, Nebraska, as part of the government's extended experiments in airplane mail service. He will make a round trip daily during the week. He will leave Monday in a Laird Swallow to start work.

Friday, October 26, 1923**page**

10. E. M. Laird, aeronautical engineer and manufacturer of the Laird Swallow plane, is planning to leave Wichita and return to Chicago to engage in the manufacture of airplanes for the U.S. Air Mail Service. He will leave within a few days. He disposed of his interests in the Laird Airplane Company here three weeks ago. Laird grew up in Chicago.

Monday, November 26, 1923**page**

1. Report of first fatal airplane accident at Swallow Field yesterday afternoon killing pilot Harlem Le Baron and passenger Bert H. Davison, flying in a Longren plane owned by William H. Lassen and attributed to stunting too near the ground. Details.

Sunday, December 9, 1923**page**

9. A new bus line between Wichita and Wellington, operating two large Reo buses, will be started the latter part of December by the Sander Motor Company, of Wellington. The bodies of the buses are being built in Wichita. Each will seat sixteen persons, with seats running crosswise. Three or four trips each way daily will be made.

The fastest airplane ever built by the Swallow Airplane Company will be given a public trial this afternoon at the Laird airplane field, J. M. Moellendick, president of the company announced. The plane, completed Friday, has a Curtiss OX5 engine and has been driven at a high speed of 115 m.p.h.

Wednesday, March 12, 1924**page**

6. Fourteen of the New Swallow airplanes have been ordered from outside Wichita, including one for A. R. Garver, of Attica, Kansas, one of the pioneers in flying in Kansas. Details.

Sunday, May 18, 1924**page**

6. The Swallow Airplane Manufacturing Company is producing an airplane every eight days, or 45 ships a year. The Swallow company now has twelve planes under construction. The one started yesterday will be ready to fly within two months. More than 100 airplanes have been built at the Swallow plant on North Hillside, according to Walter H. Beach (sic), manager.

Sunday, June 26, 1927**page**

5. Photograph of a plane built in a barn at 2411 East Douglas by Earl Beach (no relation to Walter Beech). Mr. Beach made a trial flight in the machine last Tuesday and reached Arkansas City in 33 minutes. He expects to start construction immediately on another plane. This plane is equipped with a Hispano-Suiza motor, and makes the fifth firm building planes in Wichita -- Travel Air, Swallow, Cessna, C. S. Laird, and Beach.

Saturday, August 13, 1927**page**

2. Report of request of Swallow Airplane Company yesterday for appointment of a friendly receiver to permit reorganization of the company. Details.

Wednesday, August 24, 1927**page**

1. George Bassett, receiver, announced plans to increase the capacity of the Swallow Airplane Company within the next 60 days. A new unit will be built on the factory at a cost of \$25,000, giving 4000 square feet of additional floor space, and new machinery and equipment will be added. The present one shift of workers will be increased to two. Capacity will be increased from ten planes every four weeks to 20 planes every four weeks. Details. ¶J. H. Moellendick, president of the concern, suffered a nervous collapse last week and is in the Kansas Sanitarium; attributed to overwork.

Saturday, October 8, 1927

page

1. A \$150,000 moving picture theater is to be built on the south side of Douglas Avenue 50 feet east of Hillside. Details.
3. A monoplane built by T. C. Geselle, a former student of the Wichita Flying School, made its first flight yesterday afternoon. It was taken up for the first test flight by L. L. Lewis, an instructor of Geselle's at the Flying School. The plane was constructed in a temporary factory at Hydraulic and 1st Streets. It is hoped to build a new factory to produce the plane.
7. The landing field for the new Cessna-Roos plant will be where the old West Side race track was formerly. It is rapidly being leveled off and rolled. The field is bounded on the north by the river and on the south by the Missouri Pacific tracks. There are very few trees and these will be cut in a short time, thus furnishing aviators with four-way takeoff runways. Several hangers will be constructed. ¶ The Cessna plane which was to have been in the National Air Races at Spokane but which had a minor accident on its test flight, has been repaired and will fly from the Swallow Airplane Company's field, 23rd and Hillside, Sunday afternoon. It will be piloted by Francis D. Bowhan, chief test pilot.

Monday, October 17, 1927**page**

1. Article reports that the Laird Aircraft Corporation will build the Laird Whippoorwill airplane in Wichita. Charles Laird, a brother of E. M. Laird, of Chicago, formerly of Wichita, will be associated with the company as an engineer and superintendent of production. He formerly was superintendent of the Swallow Airplane Manufacturing Company. The first place is expected to be ready for test flights December 1. The building of the Kansas Planing Mill Company at 417 West 1st Street has been purchased and will be used by the Laird Company as a factory. Further details.

Monday, November 28, 1927**page**

1. The Swallow Airplane Manufacturing Company's factory and flying field at 21st and Hillside was purchased today by a group of Wichita business men for approximately \$125,000. The purchasers are J. W. Craig of the Craig Grain Company, C. A. Noll, dealer in building supplies, J. H. Turner of the Turner Coal and Building Material Company, W. B. Harrison, president of the Union National Bank, and W. M. Moore, of Ritchey and Moore, oil producers. ¶ The change in ownership followed a receivership of three and a half months during which time the concern was under the management of George R. Bassett. The receivership was a friendly action brought August 12 when the health of J. M. Moellendick, president of the company, broke down. Details. ¶ The new owners will reorganize the corporation under the same name. For the next 60 days Mr. Bassett will remain as manager. Wavey Stearman will remain as chief engineer. The company has already contracted for 127 planes to be delivered during the coming year, totaling nearly half a million dollars worth of business. The plant is turning out three airplanes a week.

Saturday, December 3, 1927**page**

7. The Swallow Airplane Company of Wichita was granted a charter today by the state charter board, with capitalization of \$250,000. It was organized to take over the Swallow Airplane Manufacturing Company of Wichita, which has been in receivership.

Wednesday, December 7, 1927**page**

5. Contract has been let for a two story brick and stone parish house for Trinity Methodist Episcopal Church, on Maple Street, for \$33,000. To be located just south of the church edifice on lots formerly occupied by the frame patronage building, which is being moved to a site near the Franklin School building. To be 45 by 120 feet.

Continuation of Rea Woodman's article about returning to Kansas.

6. A new store front has just been completed on the building at corner of Douglas and Emporia occupied by the National Savings and Loan Association and the National Savings Finance and Investment Company. A formal opening of the remodeled building will be held Saturday, December 17.
7. Report of arrival today of painter John Noble for a short visits in Wichita. Staying with Mr. and Mrs. A. T. Noble, 1025 North Market. Details.
9. Officers of the newly organized Swallow Airplane Company were elected at meeting yesterday. J. H. Turner, of the Turner Coal Company was elected president. Other officers listed. A shipment of Rhone motors is to be sent to Wichita immediately to be used in Swallow planes.

Sunday, December 11, 1927**page**

11. Photograph of Charles Noll, M. W. Kirkpatrick, pilot, and W. B. Harrison in front of the Swallow plane flown Friday to the Chicago Aeronautical Show.

Friday, December 16, 1927**page**

3. Reports of activities at Wichita aircraft plants. The first test flight of a Travel Air biplane powered with a Fairchild Caminez motor took place Wednesday afternoon, with Clarence Clerk, chief test pilot, and Walter Beech present, with good results. Beech explained that the government's supply of OX-5 motors is about exhausted, so there is a critical need for a less expensive motor than the Wright Whirlwind to take its place, and he thinks the Caminez will be the answer.
8. Two hundred ninety-five airplanes, almost a fifth of the total production in the U.S., were built in Wichita during the first eleven months of 1927, the total figure for the country

having been 1525. ¶ Details. Travel Air production was 171 planes, and the company is just completing a new building, which will double its capacity. Swallow's 1927 production was 117 planes. ¶ Details.

Thursday, December 22, 1927**page**

7. Victor Roos, of Omaha, Nebraska, formerly with the Cessna Aircraft Company, is to become manager of the Swallow Airplane Company on January 1. Details.

Friday, January 13, 1928**page**

7. The new purchasers of the Swallow Airplane Company took over the factory yesterday from the receiver, George Bassett. Three new buildings are planned on Swallow's 40 acre tract of land: a new factory unit 50 by 70 feet for constructing fuselages, a unit 40 by 50 feet for a paint shop, and an office building 28 by 64 feet. Total cost estimated at \$5500.

Friday, January 27, 1928**page**

13. Contract let for construction of a large dam and reservoir for the Santa Fe Railway five miles northwest of Augusta. It is a half million dollar project.
15. Construction to start at once on three new units for the Swallow Airplane Company plant, to cost \$25,000 to \$30,000. Details.

Friday, February 3, 1928**page**

6. Construction of three new factory units at the Swallow Airplane Company is well under way. They include a factory unit, a paint shop, and an office building.

Wednesday, March 21, 1928**page**

1. The state charter board today granted a charter to the DeLuxe Airlines Corporation, with capital of \$100,000, which plans to start air passenger service between Wichita and Kansas City and between Wichita and Tulsa beginning April 10. Two round trips daily are planned on each route. Schedule given. Names of incorporators listed. The company has contracted for three four passenger Buhl planes, one four passenger Travel Air, and a small Swallow. The controlling stockholder is Bert Schmitt, an oil promoter with offices in the Union National Bank Building. Details.

Thursday, April 5, 1928**page**

8. Long article gives history of Swallow Airplane Company and its recent reorganization and

refinancing. The two new factory buildings are now completed. Details.

Friday, April 6, 1928

page

19. Article estimates current Wichita airplane production as:
 - Travel Air -- fifteen per week
 - Swallow ---- six per week
 - Stearman ---- two and a half per week
 - Cessna ----- one and a half per weekThe other three Wichita factories--Laird, Lark, and Swift -- are just now starting production, and number is less than 1 per week at these.

Sunday, April 8, 1928

page

2. Drawing of the enlarged Swallow Airplane Company plant. Additions cost \$35,000.

Monday, June 11, 1928

page

3. Photograph of Wichita's newest plane--United No. 1, formerly known as the Lark, a six place cabin biplane, which made its first flight Wednesday on the California section, flying from there to the Swallow field.

Friday, June 22, 1928

page

1. Report of crash of a National Air Transport airmail plane in a windstorm near Lebo, Kansas at 4:00 a.m. today, killing pilot Wayne Neville. Plane was flying from Kansas City to Wichita. Was the first fatality since this branch of the airmail was opened two years ago. The plane was a Douglas Transport powered with a 400 h.p. Liberty engine. Neville's home was in Dallas, but before going into the air mail service two years ago he was chief test pilot for Swallow Aircraft Corporation. Details.

Thursday, July 12, 1928

page

2. Report that Waverly Stearman, young chief of design at the Swallow Airplane Company for four years, and brother of Lloyd Stearman, has resigned his position to accept a similar position with the Butler Airplane Manufacturing Company at Kansas City. It is said that the Butler Brothers concern has contracted for the purchase of 200 Quick Rhone motors from the Quick Motor Company of Wichita. H. H. Patton, president of the Quick Air Motor Company, stated that the deal had been closed two weeks ago for 100 small type motors of 125 h.p. for \$250,000 and 100 of the larger 180 h.p. motors for \$350,000. All are to be made in the new \$20,000 factory now being built on a site near the California section.

Sunday, August 26, 1928

page

6. Photograph of new Science Hall under construction at Wichita University. Article with details. Foundations for the new gymnasium addition have practically been completed.
9. Production of the Supreme Propeller factory will be doubled from the present five a day to ten a day in the next few weeks after addition of new equipment. Twenty-five men are employed in the factory at present.
15. The new Sedgwick County Boys Farm on South Seneca will open September 1 and the boys will vacate their old location at 1211 South Wichita. Details.
20. The Southern Kansas Stage Lines company announces inauguration on September 10 of a scheduled airplane service between Wichita and Kansas City by the Wichita Air Service Provision Company, a subsidiary of Southern Kansas Stage Lines. Dan Sauder, president, announced that the airplane service will be maintained for at least a month on a trial basis, with regular operation of one Travel Air monoplane. The fare will be \$17.95 one way and \$30.00 round trip.
- B-13. Kansas City, Mexico and Orient Railroad advertisement with Orient Lines logo. Photograph.
- B-14. Advertisement of Wichita Park Cemetery with aerial photograph by Edger B. Smith showing Swallow plant.

Sunday, September 30, 1928**page**

- B-10. Swallow Airplane Company stockholders Saturday voted to increase the company's capitalization from \$250,000 to \$1,000,000. The factory is to be enlarged about the first of the year. Board of directors listed. Details.

Friday, October 5, 1928**page**

7. The Swallow Airplane Company, originally organized as a Kansas firm, today became a Delaware corporation to facilitate its re-organization. Details. Officers and directors named.

Thursday, November 29, 1928**page**

2. Victor Roos, general manager of the Swallow Airplane Company, retired at the expiration of his year's contract with that concern Wednesday, and George Bassett, once receiver for the company, was named to take his place.

Tuesday, January 1, 1929**page**

1. Report of development of aircraft industry in Wichita in 1928. Says 847 planes were built here--Travel Air 500, Swallow 205, Stearman 90, Swift 3, and Knoll 1 (note Cessna omitted). Details.

Monday, January 28, 1929**page**

12. Victor Roos, former general manager of the Swallow Airplane Company, has been named president and general manager of the Lincoln Aircraft Company, Lincoln, Nebraska.

Friday, April 5, 1929**page**

30. Aerial photograph of Swallow Aircraft Company plant.

Wednesday, May 8, 1929**page**

5. Article reports Wichita plants produced 127 planes in April; including:

Travel Air	52
Swallow	27
Cessna	24
Stearman	18

Monday, July 1, 1929**page**

2. J. M. (Jake) Moellendick, Wichita aviation pioneer, has returned to Wichita and joined forces with the Sullivan Aircraft Company, whose new plane, designed by William P. Sullivan, should fly within the next two weeks. Mr. Moellendick had gone to St. Louis after he severed connections with the old Swallow Company.

Thursday, October 17, 1929**page**

21. Swallow Aircraft Company today announced a new and different plane, a four place, low wing, cabin monoplane, which was test flown yesterday for the first time by L. H. Connell, Swallow's chief test pilot. Details.

Sunday, October 20, 1929**page**

10. The new beacon light on top of the Beacon Building is to be dedicated tomorrow. Details. Photograph.
12. The addition now being built at the Horace Mann school is expected to be completed by November 1st. ¶ The new Hyde school and William Finn school are expected to be ready for use by January 15.

B-10. Photograph of the new Swallow low wing monoplane.

Thursday, February 13, 1930

page

3. New officers elected today by board of directors of Swallow Aircraft. W. M. Moore reelected president. Names listed.

Sunday, July 6, 1930

page

6. The George H. Siedhoff Construction Company is setting a new record for rapid construction on the Allis Hotel building. Work began March 4, 1930 and the company is now engaged in pouring the cement for the sixteenth floor. Details. List of many major buildings in Wichita built by the Siedhoff Company.

- B-11. Report of change in Transcontinental Air Transport-Maddux air schedules through Wichita. One flight each way has been discontinued. One continues from Wichita to Waynoka to make westward connections with the Santa Fe Railroad. A second plane arrives here at 5:11 p.m. from Columbus, Ohio and remains here overnight before returning east to St. Louis at 3:00 p.m. the next day. The through plane for Columbus to make connections with the Pennsylvania Railroad leaves Wichita at 9:35 a.m.

Magazine

25. Photograph of Allis Hotel under construction; framework up thirteen floors and brickwork about six floors.
30. Article about aviation in Wichita. Says within the past 90 days Wichita factories have turned out approximately 140 airplanes "that have been placed in surplus;" although recently aviation has been somewhat topheavy and rather "in the dodoes" as far as the manufacturing end is concerned. Wichita has ten active airplane manufacturing concerns, five of which are turning out products licensed by the government: Swallow, Stearman, Travel Air, Cessna, and Watkins. The others are Mooney, Buckley, Yellow Air Cab, Sullivan and Ace Manufacturing Companies. Three gliders are being made here -- Cessna Aircraft Company was a pioneer and reached a peak of one glider per day; the Skysport, manufactured by the Braley Glider Corporation, and Sullivan Aircraft has also turned out a glider. ¶ Output of planes in Wichita in previous years was 150 in 1926, 300 in 1927, 927 in 1928, and between 800 and 900 in 1929. ¶ Air routes thought Wichita include Transcontinental Air Transport-Maddux, National Air Transport, Western Air Express, United States Airways, and Brower Air Services. About 500 passengers board and leave the airplanes here during the course of a month.

Friday, February 27, 1931

page

1. Report of death this morning by gunshot, apparently suicide, of prominent Wichita businessman, J. H. (Jack) Turner, in his apartment at the Hillcrest Homes. He was the

head of the J. H. Turner Coal and Material Company and has been an active aviation enthusiast, with financial interests in both Travel Air and Swallow. ¶ He was born in Norwich, England March 26, 1877 and came with his family to Runnymede, in Harper County, in 1893. He made the Cherokee strip "run" and staked a claim, but after six months there he returned to Wichita to live and start his "rags to riches" business ventures. Details. He entered the coal business in 1903. Married Bessie May Ritchie May 6, 1930. ¶ Further biography. Photograph.

Sunday, July 5, 1931

page

C-1. Photograph of cannon in North Riverside Park.

Special Section

Special articles and photographs commemorating third anniversary of present ownership of *The Beacon*.

Magazine

B-11. Article on aviation in Wichita. Says Swallow Aircraft still is manufacturing. Travel Air is open but working for the present with only a skeleton force. ¶ Three established air lines operate out of Wichita: Transcontinental and Western Air, flying tri-motored Fords coast to coast; National Air Transport flying mail from Chicago to Dallas; and Western Air Service, carrying passengers and express between Omaha and Tulsa and Oklahoma City, flying tri-motored Stinson monoplanes. ¶ A new concern in the business is Wichita Air Transport, organized by Jack Bridges and M. L. Sifers, between Wichita, Emporia, Topeka and Kansas City, leaving here at 10:00 a.m. and returning at 6:45 p.m.

Friday, October 7, 1932

page

2. Foreclosure judgement against the Swallow Airplane Company was granted yesterday by Judge Williams in district court on the basis of \$21,064 the company owes Wichita capitalist Russell Moore on promissory notes secured by mortgage.

Friday, October 6, 1933

page

7. Photograph of the Kansas Waste Paper Company building at 733 South St. Francis, also known as the Kourt Waste Paper Company, managed by N. Kourt.

18. The Swallow Airplane Company, oldest in Wichita, has been sold to E. B. Christopher, of the Christopher Airplane Service, located at the Wichita Municipal Airport. He has been an independent air operator in Wichita the past six years with large success. ¶ The Swallow plant has been operated in a small way recently. Mr. Christopher purchased the assets from the stockholders. Material for twelve ships, and five planes already constructed, are among the assets. Mr. Christopher hopes to restore the business to a normal operating business and to perfect a sales organization.

Sunday, February 2, 1936**page**

- 7 Article about the new Swallow Mirdel C airplane which has been under engineering and construction at the Swallow Aircraft factory for a year and a half and which made its first test flight last week. It is powered with a 125 h.p. Menasco engine.¶ The plane was built under the direction of E. B. Christopher, who become head of the Swallow plant in 1933, purchasing it from the previous stockholders directed by George R. Bassett. In designing the ship Christopher was aided by Sam Bloomfield. Dave Brehm was the superintendent of construction.¶ Details. Photo.

Sunday, July 5, 1936**page**

16. Photo of new Shadowland Dance Club at 2438 N. Hillside. Cost \$25,000.

Anniversary Edition Special Section

30. Photo of TWA DC-2 here for Kansas Diamond Jubilee-it is "City of Philadelphia."
31. Photo of Swallow Aircraft Co. plant from air. Also photos of other Wichita aircraft plants.

Friday, April 9, 1937**page**

1. Report that well known Wichita pilot, E. B. (Swede) Christopher, president of the Swallow Aircraft Manufacturing Company, was killed today in a plane crash north of Los Angeles. Age 34. Had been resident of Wichita for eight years, being a sales representative with Travel Air before establishing the Christopher Airplane Service and then in 1933 taking control of the Swallow Company. Details. Photograph.

Tuesday, April 13, 1937**page**

17. Announcement made today that the Swallow Airplane Company will carry on its work despite the death of E. B. Christopher. S. Bloomfield is chief engineer and general manager. O.K. Swope is chief test pilot. Homer Herington is factory superintendent.

Sunday, July 4, 1937**page**

- Magazine
14. Photograph of Riverside School.
20. Aerial photograph of warehouse district.
21. Article about Wichita Transportation Corporation and A. J. Cleary says seven new 31 passenger buses have been ordered by the company for delivery in September. These are

in addition to seven new buses purchased and put in service already this year, making a total of \$150,000 invested. ¶ Also a new garage is nearing completion at 10th and Fairview, costing \$40,000.

26. Photograph of Swallow Airplane Company plant.

Tuesday, June 27, 1939

page

2. Article about plans for a silver air jubilee celebration in Wichita on July 11 in observance of the twenty-fifth anniversary of Walter Beech's first flight, which took place in a made-over Curtiss Pusher plane in a meadow adjacent to Fort Snelling, south of Minneapolis, Minnesota, on July 11, 1914. Mr. Beech first came to Wichita in 1923 as general manager of the Swallow Airplane Company. Details.

Wednesday, August 2, 1939

page

5. Follow up article about the purchase yesterday of the Arkansas Valley Interurban Railway by John R. Cox, Chicago financier, for \$75,000 plus an agreement relative to cancellation of delinquent taxes. The sale is subject to the approval of federal court Judge Richard J. Hopkins. Mr. Cox says he plans to rehabilitate the line and is already ordering new ties and bridge timbers. He says he plans to move to Wichita. Details. Photograph of Mr. Cox.

Report that a new lightweight airplane is being designed and built by the Aviation Industries Company, 6614 East Kellogg, in the old Yellow Air Cab hangar, and should be ready for its first flight within 90 days. The company is operated by N. R. Cline and E. W. Yockey, and G. R. Morton, formerly factory superintendent at Swallow Airplane Company, is working on the plane's design. Details.

Sunday, March 10, 1940

page

12. Article about the Aircraft Training School now operated by the Swallow Airplane Company. Has 125-150 students. School was started by Sam Bloomfield, president of the company, soon after he acquired control of the company in 1937. Routine manufacture of air planes was discontinued and they are now made only on special order.

Sunday, June 9, 1940

page

9. Report of planned visit to Wichita soon of actor Sidney Toler, famous for playing part of "Charlie Chan" in the movies, and a former Wichita resident. He was the son of well known early Wichita horse breeder, Colonel H. G. Toler and Mrs. Sallie Toler. Details. Photo.
11. Workers started on a \$30,000 addition on the Cathedral High School. Excavation started

Friday. Architect is Lorenz Schmidt. Addition is to be a two story stone building with 54 foot front by 94 foot depth. First floor will have wood work, sheet metal, and sewing rooms, and second floor will have a large cafeteria, gymnasium and recreation room and a girls' locker and shower.

- B-16. Article about plans of small aircraft builders in Wichita. Aviation Industries, inc. is awaiting action on its application for an NC license for its recently completed two place monoplane with 75 horse power motor. ¶ Glenn Stearman, cousin of the founder of the Stearman Aircraft Company, is completing work on a low wing cabin monoplane which he has been designing and working on for more than three years. It should be ready for its first flight in about a week and is being constructed at Stearman's home, 6720 East Central. ¶ The Rawdon Brothers Flying Service, operated by Herb, Gene, and Dutch Rawdon, also plans to complete its first plane in the late summer. It will be a two place monoplane with a small engine. ¶ The Swallow Airplane Company recently announced plans for starting airplane production at 917 East Lincoln, but no definite date has yet been set for this.

Sunday, July 28, 1940

page

- B-9. Ad tribute to Mr. and Mrs. Walter Beech and the Beech Aircraft Corporation, with aerial photo of plant.
- B-15. The Sedgwick County lake project located between Goddard and Garden Plain will be named Lake Afton, it was announced unofficially Saturday. This is due to its location in Afton Township. Details.
- C-15. Report of statement by A. J. Cleary about problems Wichita Transportation Company has in running bus service smoothly and efficiently. Says the company transports on average 35,000 passengers daily and has a crew of 86 bus operators.

Special Anniversary Section

18. Aerial photo of downtown (not recent -- shows old post office building).
20. Aerial photos of Stearman and Cessna plants showing new additions.
21. Ad for training at Swallow Airplane Company, Inc., shows address at 917 East Lincoln. Has small interior photos of students.

Tuesday, October 1, 1940

page

1. Further details of Culver Aircraft Company's plans for moving its workers to Wichita.
19. The Swallow Airplane Company, Inc. has been approved by the federal government as an aircraft workers' school, according to Sam Bloomfield, president. Details. ¶ To be used

in connection with the training is the first of the new Swallow airplanes recently completed in the company's plant at 917 East Lincoln. The company plans to put this plane in production in the near future. It is a low wing ship designed to sell for \$1900. It has a 65 horse power motor giving a top speed of 115 miles per hour and a cruising speed of 100 miles per hour. The wing span is 27 feet. Photo.

Sunday, November 24, 1940

page

1. Employment in Wichita aircraft factories has reached 4700, more than three times as many as a year ago. A check yesterday showed that Beech now has 2000, Stearman 1800, and Cessna 750. The Culver Aircraft Company will have 145 employees at its Wichita factory early next week.

13. Photo of a horse drawn delivery truck being used for Meadow Gold Dairy deliveries in Wichita.

- C-4. Photo of Swallow Airplane Company's building on East Lincoln Street.

Wednesday, April 16, 1941

page

- 9.. M. J. Stone, head of the new Stone Propeller Company, announced today that his firm received a government contract for construction of four bladed wooded propellers and that construction is to begin in several weeks. Stone said the firm eventually will employ about 100 men. The order is the first of several he expects to receive, but he declined to reveal the number of propellers involved. ¶ The propellers will be designed for engines of up to 2500 horse power. Length of the blades will range from 9 to 14.6 feet. ¶ Stone founded and operated the old Supreme Propeller Company, which thrived during the aviation boom of the late 20s. This company used the building now occupied by the Swallow Airplane Company. ¶ The new company will be operated in the building at 701 Gilbert.

Monday, August 4, 1941

page

1. Report of death this morning of George R. Bassett, 65, widely known Wichita investment man and former general manager of the old Swallow Airplane Company, of a heart attack at his home, 121 North Fountain. Born in Newton, Kansas July 23, 1876. Came to Wichita from Sterling, Kansas in 1907. Further biography. Photo. Survived by wife.

WICHITA EAGLE

Sunday, May 16, 1920

page

- C1. Article about the E. M. Laird Airplane company here, with factory at Wichita and English

and an assembling plant in the second story of the Forum annex, employing 30 men and turning out two planes per week. Plane is known as the "Laird *Swallow*." Flying is done from the 40 acre Laird field about one mile north of Fairmount college. Photographs.

Sunday, July 25, 1920**page**

12. Article gives detailed specifications of the Laird *Swallow* airplane.

Monday, November 19, 1923**page**

3. Walter Beech, manager of the *Swallow* Airplane Manufacturing company, says the company will probably move to some other city unless a good all-weather road from the end of the pavement on Hillside to the flying field is built this year.

Sunday, December 9, 1923**page**

19. Article reports the New *Swallow* airplane, designed by Lloyd Stearman, made its first flight Friday. Details and photograph.

Monday, December 24, 1923**page**

5. New machinery being installed at plant of the *Swallow* Airplane Manufacturing company, 27th street and North Hillside, preparatory to starting production of the new model recently designed and completed at the Wichita factory.

Sunday, December 30, 1923**page**

8. Article about the new *Swallow* airplane, designed by Lloyd H. Stearman, designing engineer for the *Swallow* Airplane Company. It is in many ways superior to the old Laird *Swallow* planes.

Sunday, December 21, 1924**page**

- 7C. Advertisement for the "New *Swallow*," \$3500 Freight On Board, Wichita. Photograph.

Wednesday, February 25, 1925**page**

5. Article reports J. M. Moellendick has offered the city free use of the *Swallow* airplane landing field at 27th and Hillside. Details.

Wednesday, June 24, 1925**page**

5. Article reports Kansas City to Wichita air service will start about July 1st from *Swallow* field with fare \$30 one way or \$50 round trip.

Monday, July 20, 1925**page**

5. Yesterday 309 persons were taken for brief airplane rides at the Travel Air field at this week's special rate of \$1.00, and 106 were taken in *Swallow* planes at the *Swallow* field at the regular rate of \$2.50.

Monday, July 27, 1925**page**

5. Nine hundred sixty-one persons took advantage of the dollar airplane trips offered yesterday by the *Swallow* and Travel Air companies. Travel Air carried 525 passengers and *Swallow* 436 passengers.

Thursday, December 17, 1925**page**

4. The *Swallow* Airplane Manufacturing company will begin at once construction of added floor space for about \$20,000 to permit doubling of its output by late spring.

Saturday, April 3, 1926**page**

5. Contract signed yesterday for delivery of 27 airplanes by *Swallow* Airplane company this year to Pittsburgh, Pennsylvania buyers.

Wednesday, October 6, 1926**page**

5. The *Swallow* Airplane Manufacturing Company has been reorganized and in about a month will have practically a tripled capacity. The factory manager will be Kirk Kirkpatrick, who succeeds C. L. Laird.

Tuesday, November 9, 1926**page**

5. Article describes a plan for expansion of the *Swallow* Airplane Manufacturing Company. Details.

Sunday, November 28, 1926**page**

Rotogravure:

Photograph of 1927 model *Swallow* plane.

Friday, December 31, 1926**page**

14. *Swallow* Airplane company has advance orders for 60 planes to be built in 1927.

Thursday, June 23, 1927**page**

3. The *Swallow* Airplane company is preparing to build its first monoplane. Details.

Saturday, August 13, 1927**page**

11. Article reports the *Swallow* Airplane Company yesterday filed petition for district court to appoint a "friendly receiver," to allow unfreezing of the company's assets and continued production of the company's large number of planes to order. Details.

Sunday, September 4, 1927**page**

5. Article says *Swallow* Airplane company has five month backlog of orders. Details.

Sunday, September 18, 1927**page**

17. Photograph of new Cessna monoplane which made its first flight yesterday from *Swallow* air field and made forced landing due to dirt in gas tank.

Sunday, November 6, 1927**page**

32. Advertisements with photographs of Wichita planes, including *Swallow*, Travel Air, Stearman, and Cessna.

Tuesday, November 29, 1927**page**

2. The *Swallow* airplane company was sold yesterday to a group of Wichita business men (named) for over \$110,000 by the "friendly receiver," George R. Bassett, who has been in charge of the company since August 12 this year. ¶ It is planned to build two new factory units and increase the capacity to one plane a day. Fifty-three men are employed at present. Details.

Sunday, December 4, 1927**page**

2. The newly reorganized *Swallow* Airplane company of Wichita was given its charter in Topeka yesterday. Details.

Wednesday, December 7, 1927**page**

10. Article about reorganization of officers of *Swallow* Airplane Company yesterday. Details. J. H. Turner, of the Turner Coal Company, is president.

Friday, December 30, 1927**page**

5. Article reports Wichita airplane companies have turned out a total of 974 planes since *Swallow* marketed its first ship nearly eight years ago. *Swallow* has built about 700 and Travel Air 266, including 66 prior to this year and an even 200 planes this year. Details.

8. Victor Roos, formerly secretary-treasurer of the Cessna Aircraft Company, this week took up his duties as general manager of the *Swallow* Airplane Company. The company hopes to increase its production next year from three planes weekly to one daily.

Friday, January 27, 1928; Saturday, January 28, 1928**page**

5. *Swallow* Airplane Company directors yesterday authorized two new factory buildings at cost of \$25,000 to \$30,000. One will be 50 by 150 feet and the other 30 by 60 feet. Details.

Wednesday, February 1, 1928**page**

5. Work is under way on the two new units of *Swallow* Airplane Company.

Thursday, March 22, 1928**page**

13. *Swallow* Airplane company will move into its new administration building, 66 by 33 feet, late this week.

Sunday, April 1, 1928**page**

Magazine

7. Photograph of *Swallow* air field.

Friday, May 18, 1928**page**

3. Article reports W. M. Moore named new president of *Swallow* Airplane Company after his purchase of the interest of J. H. Turner, president since last December. Details.

Friday, June 8, 1928**page**

10. Photograph of a new Wichita built biplane, the United (*Swallow*?).

Sunday, August 19, 1928**page**

6. Wichita aircraft firms delivered 31 new planes during the week, including sixteen Travel Air, eight *Swallow*, four Stearman, two Cessna and one Swift.

Sunday, August 19, 1928**page**

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12. Advertisement with aerial photograph of Wichita Park Cemetery, including *Swallow* plant across Hillside.

Friday, October 5, 1928**page**

7. Article reports the *Swallow* Airplane company has been re-chartered in Delaware. Details.

Thursday, November 8, 1928**page**

10. Photograph of new *Swallow* training plane, to be sold for \$1795 less motor (X-6174).

Thursday, November 29, 1928**page**

5. Victor Roos retired yesterday as general manager of the *Swallow* Airplane Company. Succeeded by George Bassett.

Tuesday, April 9, 1929**page**

5. Article gives details on construction progress in expansion of Wichita aircraft plants. Work started April 5 on first of three new units at the *Swallow* factory. An addition is being made to the Swift plant. Work was started last week on the new Knoll factory. Details.

Thursday, April 25, 1929**page**

3. The first of the new units at the *Swallow* aircraft plant is ready for the roof and will soon be ready for occupancy.

Tuesday, June 4, 1929**page**

8. Air photographs of storm damage Sunday at *Swallow* plant, East Central airport, and incomplete Knoll aircraft factory.

Sunday, August 25, 1929**page**

- 2-B. Aerial photographs of *Swallow*, Cessna, and Travel Air plants. Article with details about Wichita's aircraft industry firms.

Saturday, October 19, 1929**page**

2. Photograph of new *Swallow* low wing monoplane in flight.

Saturday, February 15, 1930**page**

3. Photograph of the Skylark, product of Watkins Aircraft Company, which has been given its approved type certificate by the department of commerce. Article with details. It is the fifth Wichita company to receive approved type certificate for its product, the others being Travel Air, Stearman, Cessna, and *Swallow*.

Monday, February 16, 1931**page**

5. Mexican government has ordered 29 *Swallow* training planes.

Sunday, May 29, 1932**page**

3. Article says price of *Swallow* training plane reduced to \$995. Advertisements in current issues of *Aero Digest*, *Aviation*, and *Western Flying*.

Friday, October 7, 1932**page**

5. Foreclosure judgement on the *Swallow* Airplane Company buildings, land, and equipment was granted yesterday by District Judge I. N. Williams on the basis of \$21,064 in overdue promissory notes owed Russell Moore, Wichita capitalist. Company has three days to pay the sum asked.

Tuesday, July 24, 1934**page**

5. Engineering work has started on a new two place cabin monoplane to be brought out this fall by the *Swallow* Aircraft Company it was announced yesterday by Edwin Christopher, president.

Sunday, February 2, 1936**page**

3. First test flights past week on new Model C *Swallow* monoplane, first of a new line of *Swallows* to be brought out in 1936. Details.

Monday, September 27, 1937**page**

3. Photo of new Model C *Swallow* airplane.

Sunday, March 24, 1940**page**

6. Notice of death yesterday of Jake Moellendick, 66, founder of the *Swallow* Airplane Company. Had been in poor health since suffering a stroke a year ago.

Thursday, July 4, 1940

page

5. John H. Busch, 73, filed petition in district court yesterday asking appointment of a receiver for the *Swallow* Airplane Company. Hearing set for July 9. ¶ Says he and Sam Bloomfield entered into an agreement in May 1937 whereby they became owners of the *Swallow* Airplane Company assets -- not the *Swallow* Airplane Company, Inc., which was formed later -- and that he put up \$11,735 for the purchase, for which he was to get half the stock in the company. ¶ Further details given.

Wednesday, July 10, 1940**page**

5. Article reports agreement yesterday between the parties involved in the application by John H. Busch for appointment of a receiver for *Swallow* Airplane Company. Details.

Sunday, November 17, 1940**page**

13. Articles about Culver and *Swallow* companies, with aerial photo of Culver plant.

Friday, January 17, 1941**page**

2. M. J. and W. B. Stone, father and son, founders of the former Supreme Propeller Company in Wichita, returned here yesterday after an absence of over five years to negotiate for location of a similar factory. They elected the building at 917 East Lincoln, now occupied by the *Swallow* Airplane Company. The company was started in 1928 and prospered until the depression. The factory closed down in 1935.

Sunday, September 28, 1941**page**

12. Article about *Swallow* Airplane Company, now located on East Lincoln, with 116 employees training 300 young men in airplane designing and building, under the direction of Sam Bloomfield, who joined the *Swallow* Company in 1934.

Sunday, February 10, 1946**page**

11. Article about "Tuffy" screwdrivers, which are being manufactured in Wichita by the *Swallow* Airplane Company, Inc. on a schedule of 100,000 a month. The screwdriver was developed by Sam Bloomfield, president and general manager of *Swallow*. Photo of Bloomfield with Leland R. Wilson, vice-president and sales manager.

Tuesday, January 30, 1951**page**

3. Report of visit to Wichita today of early day Wichita pilot, Opie Swope, now an airline pilot, Captain Swope, flying for Mid-Continent Airlines on the Kansas City to Minneapolis run. He was a former barnstorming pilot in this area for Travel Air and *Swallow*. Is the son of a Wichita radiologist, Dr. O. W. Swope, and has flown between 11,000 and 13,000

hours, and was a pilot for TWA after his last flying and barnstorming days. Photo. (Editor's note: Upon checking the microfilm, Beech Aircraft and "Travelair" were the companies listed in the article.)

Saturday, February 17, 1951**page**

5. Boeing-Wichita will need 3500 new employees within the next 90 days. The total employment called for is 21,500 by June 1. Subcontracts for the B-47 production have also been let to a total of \$46,000,000 among 23 Wichita firms alone. Subcontractors listed -- includes *Swallow* Airplane Company. Details.

Wednesday, February 27, 1952**page**

5. The old *Swallow* Airplane Company plant and a block of ground has been sold to Lester Matlock, Wichita builder, by the Southwest Trading Company, whose officials include Tom Morris, Harry Castor, Frank Krehbiel, and Mrs. Tom Elcock. Buildings on the 400 by 600 foot tract have a floor space of more than 20,000 square feet. The purchase was made for warehouse space according to Mr. Matlock, the present lease expiring next July. The property adjoins the Matlock addition, where more than 400 home units are being erected at a cost of approximately \$3,600,000.

Wednesday, March 5, 1952**page**

7. Article says the recent sale of the old *Swallow* Aircraft Company building recalls an episode in the early 1920s when a Ponca City group considered buying the company from Jake Moellendick but did not do so. ("*Swallow* Plant Sale Recalls Deal With Ponca City in 20s"). Details.

Saturday, January 16, 1954**page**

- 5A. A carillon donated by the Sam and Rie Bloomfield foundation is being installed in the clock tower of the city hall and should be in place in about two weeks. It was manufactured by the Schulmerich Electronics, Inc., Carillon Hill, Sellersville, Pennsylvania. Mr. and Mrs. Bloomfield reside at 400 North Belmont. He is president of the *Swallow* Airplane Company. Details. First concert to be on January 30.

Sunday, February 21, 1954**page**

Special City Annual Report page 4.

Aerial photos of area around *Swallow* Airplane Company plant several years ago and now today, with plant surrounded by houses.

Sunday, April 7, 1957**page**

- 1E. The 44,000 square foot, four story, manufacturing building at 712 East 15th Street has recently been leased for a long term by the Wichita Manufacturing Company by its owners, Walter Cunningham, Sr., and Jr., and Tillie Rosenberger, trustee. The building is on a 223 by 440 foot tract and was originally constructed for the Southwestern Broom Company. During recent years it was the Number 2 plant of the *Swallow* Manufacturing Company. The Wichita Manufacturing Company employs 100 people and makes duct work and diffusers for several air conditioning and heating equipment manufacturers as well as frames for two trailer companies. Details. Photo.

Sunday, January 12, 1958**page**

Magazine 2.

Feature article on early aviation in Wichita, based largely on interview with Max Walton, who made his first flight here in 1925 in a Laird *Swallow*. Details. Photos.

Tuesday, February 27, 1962**page**

- 5A. Mid -- West Mirror and Glass Company, 212 North Waco, has recently purchased a 55,000 square foot set of buildings at 13th and Santa Fe to provide for plant expansion. The main building is four stories and was occupied by Southwestern Broom C from 1910 to 1930. During World War II it housed an airplane parts plant of *Swallow* Manufacturing Company. ¶ A. J. Safford, president of Mid -- West Mirror and Glass, purchased the four acre site and buildings from Walter Cunningham Sr., Walter Cunningham, Jr., and Tillie Rosenberger, trustee of the Rosenberger estate. ¶ Mid -- West Mirror and Glass was started in 1938 in a small building on West Douglas. Safford purchased it in 1947 when it was located at 122 North St. Francis. The company now employs 30 to 35 persons. Photo.

Friday, January 18, 1963**page**

- 1, 10A. Continuation of articles with detailed history of early Wichita aviation -- this one includes story of formation of *Swallow* Aircraft Company, etc.

Monday, January 21, 1963**page**

- 1, 6A. Continuation of series of articles on early Wichita aviation history. More about *Swallow* history.

Tuesday, January 22, 1963**page**

- 1, 2A. Continuation of series of articles on early Wichita aviation history. Covers the New *Swallow*.

Thursday, January 24, 1963

page

- 1, 10A. Continuation of series on Wichita aviation history. More on Travel Air and Clyde Cessna. Photo of original Laird *Swallow*.

Tuesday, January 29, 1963**page**

- 1, 3A. Continuation of aviation history series. More on Cessna, *Swallow*, etc.

Friday, December 31, 1965**page**

- 7A. Report of death yesterday of Wichita aviation pioneer, William R. Snook, 69, of 140 South Chautauqua. Born in Ford, Kansas. Came to Wichita in 1919. Worked at Laird *Swallow* Company and later at Travel Air Company, where he became factory manager and secretary-treasurer. Later at Stearman and Cessna (until 1940). Further biography.

Sunday, April 16, 1967**page**

- 1B. Feature article on Walter Beech and Beech Aircraft on 35th anniversary of Beech Aircraft this week. In the 35 years since Beech moved into the depression-closed Cessna Aircraft Company factory on East Pawnee to start his company it has produced 25,885 planes and sold total volume of \$2,705,344,761. ¶ Born on farm near Pulaski, Tennessee January 30, 1891 and had designed and built his own glider by age 14. Made his first solo flight in a Curtiss pusher biplane in Minnesota ten years later. Served as an Army flight instructor during World War I. Then toured the country in an OX5 powered surplus Jennie. In 1923 he staked his Jennie in the *Swallow* Airplane Company's pasture at 29th and Hillside and joined the young firm as "design, test, and demonstration pilot and the only salesman they had." In less than two years he became general manager of *Swallow*. ¶ In 1925 he left *Swallow* and joined Clyde Cessna and Lloyd Stearman to form Travel Air Manufacturing Company. Olive Ann Mellor, the future Mrs. Beech, was hired the same year as the new firm's secretary. The company reportedly built and sold 19 Travel Airs the first year and 46 the next. In 1927 Stearman left the company to start his own venture on the West Coast, and in April 1927 Cessna left to form his own company. The big year for Travel Air was 1929 when the company produced 547 airplanes and at one time were coming off the line at a rate of 25 per week. Further fame came from the Model R "Mystery S" racers. Further details -- sale of Travel Air to Curtiss -- Wright, etc., return to Wichita in spring of 1932, and first flight of Model 17 "Staggerwing" on November 4, 1932, and first flight of Model 18 on January 15, 1937. Photos.

**THE WICHITA EAGLE, THE BEACON, AND THE WICHITA EAGLE-BEACON
(WEEKEND EDITION)****Wednesday, August 15, 1979**

page

- 7C. Report of death Sunday in San Diego of Sam Bloomfield, 72, former Wichita resident and donor of the carillon chimes in Wichita's old City Hall. Moved to California from Wichita when he retired in 1956. Born in Elizabeth, New Jersey and was president of *Swallow* Airplane Company at Wichita from 1934 to 1956. Further biography. Survived by his wife, Rie, of San Diego, and a sister Freida Surtsky, of New Jersey. Photo.

WICHITA EAGLE AND BEACON**Friday, May 1, 1970****page**

1. Article commemorating the start of Wichita's golden air age 50 years ago this spring with the flight of the Laird "*Swallow*," manufactured by the E. M. Laird Airplane Company. The first flight on April 8, 1920 was at a field near 29th and North Hillside, with E. M. (Matty) Laird, now of Boca Raton, Florida, at the controls. ¶ The plane was built in the Watkins Grain Building near William and Water, on what was then called "Tractor Row." A total of 45 Laird *Swallows* were built in Wichita, 43 of them while Laird was with the company. Laird sold his interest to Jacob M. (Jake) Moellendick in 1923. On January 22, 1924, the company became the *Swallow* Airplane Manufacturing Company, owned by Moellendick, Stearman, and Beech. Their company built the "New *Swallow*." The company later went into receivership August 12, 1927. ¶ Since then at least 138,661 planes have been built in Wichita by companies which survived or built more than one or two airplanes. List includes:

Travel Air -- 1396	Beech -- 27,828
Culver -- 2363	Boeing -- 14,250
Mooney -- 251	Lear -- 261
<i>Swallow</i> -- 450	Rawdon -- 36
Cessna -- 91,826	

Tuesday, October 26, 1971**page**

- 9B. Report of death yesterday of Brigadier General Ray G. Harris, 80, of 334 North Crestway. Born at Aquilla, Texas and came to Wichita in 1939 from Maxwell Field, Alabama. Retired from military in 1947. Was vice-president of *Swallow* Airplane Company from 1948 to 1953. Became a stockbroker in 1957 and retired from A. G. Edwards Company in 1970. Survived by his widow, Oakley D., two sons, John R. and Charles W., a daughter, Mrs. Pat Winsor and a step-daughter, Mrs. Charles Mattingly, Wichita, and a sister, Mrs. J. Earl Glenn, Corinth, Mississippi. Mission Chapel Mausoleum.

Saturday, April 5, 1975**page**

- 2A. Report of death Thursday night in Los Angeles of aviation pioneer Lloyd Carlton Stearman, 76, former Wichitan, of cancer. Born in Wellsford, Kansas. Joined Clyde Cessna and Walter Beech in 1925 to form the Travel Air Manufacturing Company. Had come to Wichita in 1920 and worked as a designer for the E. M. Laird Airplane Company, which became the *Swallow* Airplane Company. In 1926 he moved to Venice, California and formed his own Stearman Aircraft Company. He then returned to Wichita in 1927. He returned to California in 1932 and joined others to purchase the bankrupt Lockheed Aircraft Company. He resigned from Lockheed in 1935 and then founded the Stearman-Hammond Aircraft Company in San Francisco. The company closed after building 25 revolutionary pusher-type, tricycle landing gear planes. During the war he worked as head of the aviation section of Harvey Machine Company in Long Beach, California. After the war his Stearman Engineering Company converted the famous Stearman trainers into crop dusters. In 1955 he returned to work for Lockheed, and in 1968 he founded Stearman Aircraft Corporation based in Washington, D. C. ¶ He is survived by his widow, Ethyl, a son, William Lloyd, Washington, D. C., a daughter, Mrs. Marilyn Carr, Kansas City, Missouri, and a sister, Mrs. Ruth Metzger, Sherman Oaks, California. Photo. Cremation.

Sunday, June 27, 1976**page**

- 11A. Report of visit to Wichita this weekend of the only *Swallow* airplane known to be in flying condition. The plane is owned and was restored by Captain Buck Hilbert, a United Air Lines pilot based in Chicago, who located it in a Chicago garage. It had been dismantled and had not been airborne for 43 years before the restoration. Two other *Swallows* are in museums at Minden, Nebraska and Hales Corner, Wisconsin. Details.