

—Aviation—

OREGON PASTOR USES PLANE IN REVIVAL WORK

'Sky Pilot' Often Preaches Sermons Garbed in His Air Togs.

By GEORGE D. CRISSEY

United Press Staff Correspondent

PORTLAND, Ore., July 5.—Over sky-scraping mountains and lowly plains of the "Oregon country," where a few years ago tired circuit riders plodded their weary way, there now speeds on the wings of the wind a preacher-aviator.

The Rev. R. Robert Crawford of Portland, is an ordained minister of the Apostolic Faith as well as being a licensed pilot. He is assistant overseer of the Pacific Northwest region of his denomination and flies to the various outposts of his charge in a trim little bi-plane.

Purchased by Church

This airplane, believed to be one of a very few if not the only one used exclusively for evangelistic work, was purchased by the church to permit rapid travel from central headquarters to various small towns and to cities where ministerial services were needed urgently.

It is a three-passenger American Eagle biplane, equipped with a 125 horse power Radiator Ryan-Siemens motor, capable of traveling 110 miles per hour. The Rev. Crawford, who indeed is a "sky pilot," uses it frequently whenever congregation many part of his wide territory sounds a call for speed.

The plane, with its gleaming white coat and striking design of a Rising Sun, attracts attention wherever it goes. Many a person in isolated towns has been surprised as it swooped to earth and shortly thereafter the handsome pilot started preaching a sermon without bothering to remove his flying garments.

Started Six Years Ago

"Wings of the Morning" is the name of this ministerial airplane.

It was sixteen years ago that R. Robert Crawford, then a tall youth of 20, became an ordained minister in his native California. Six years ago, after pondering over the possibility of combining flying with preaching, he laid aside the broad-cloth for a time and took up an aviator's helmet. He enrolled in the school of aeronautics conducted by the Curtis Southwest Airplane Company of Tulsa, Okla.

Five months of constant study and work passed before Crawford emerged a full-fledged pilot whose life was ordained to peace and goodwill. In February, 1920, he flew his first plane, a Curtis Robin monoplane, was third, with 830 votes.

This plane was used for several years in dropping tracts and other religious reading matter and for other evangelistic purposes. Finally, when a lull in flying-interest occurred, it was abandoned—mostly because of the lack of flying fields in this region.

But now, with fields dotting Oregon and Washington, the aerial missionary work has been resumed and a new plane purchased.

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Two 450-horse-power Napier engines provide the power, and provision is made for the carriage of three Lewis guns.

Fliers to Visit Kaiser

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Dial Twisters

Daylight Saving Time
Meters Given in Parentheses

WFBM (275) INDIANAPOLIS
(Indianapolis Power and Light Co.)
4:00—"Tea Time Trio."
4:15—Health and beauty advice—Boncilla Laboratories.
4:30—Items from the Indianapolis Times
5:00—United States Radio Farm School.
5:15—"What's Happening," Indianapolis.
5:40—Safety talk, Lieut. Frank Owens.
5:55—Baseball scores.
6:00—Lyric theater, concert organ.
6:30—Veterinary talk for farmers, Dr. W. L. Van.

7:00—Relax by Neopolitan Serenaders.
7:30—Marott Hotel Trio, courtesy Kruse.
8:00—Edison male quartet.
8:30—Johnnie Robinson and his Royal Mansfield Patriotic band.

WKBF (352) INDIANAPOLIS
(Hoosier Athletic Club)

5:00—Latest news bulletin and sports.

6:00—Dinner concert.

7:30—Goldie Sayler.

8:00—School of Music.

9:00—Circle theater.

9:30—Studio hours.

—4 o'clock—

NBC System—The Marionettes to WEAF.

WHAS (324) Louisville—Readings; con-

cert bulletin.

WRC (352) Washington—Bill and Jane to WEAF.

WRC (352) Washington—4:15 o'clock—

WJZ (454) New York—Piano Twins.

NBC System—Valentines, Astoria music to WEAF.

WEAF (359) New York—Organ orchestra.

WMAK (548) Buffalo—Stater Orchestras.

WMAK (378.5) Schenectady—Dinner music.

WMAK (393.6) Buffalo—Stater Orchestras.

WMAK (346.8) Philadelphia—King Joy Or-

chestra.

—6 o'clock—

NBC System—Hymn Sing to WEAF.

WRC (352) Washington—Bill and Jane to WEAF.

WRC (352) Washington—4:30 o'clock—

WMAK (428.3) Cincinnati—Spech's Orches-

tra.

—7 o'clock—

NBC System—Montreal—Children's period-

KYV (182) Chicago—Organ.

NBC System—Hymn hour to WEAF.

WEAF (357.5) Schenectady—Outdoor talk; music to WMAK.

WMAK (447.5) Chicago—Dr. Bundson's

orchestra.

—8 o'clock—

WBBM (359.4) Chicago—Dinner music.

WBBM (405) Minneapolis—Lowry orches-

tra.

NBC System—The River Choristers to WEAF.

WEAF (352) New York—WOW, KWA, WMC, WSB, WEAF.

WLB (423.5) Cincinnati—Doherty's Or-

chestra.

—9 o'clock—

WBBM (345) Zion—Concert.

WBBM (228.5) Baltimore—Mandolin orches-

tra.

—10 o'clock—

HARTFORD CITY, Ind., July 5.—As a guide to aviators the words, "Hartford City, Ind., will be painted on the roof of the Overhead Door Corporation's plant.

—Aviation—

STIFF TEST IS FACED BY 23 TOUR PLANES

Excessive Heat Expected to Eliminate Several on National Jaunt.

By United Press

TULSA, Okla., July 5.—Twenty-three air planes remaining in the national air tour took off from the municipal airport here at 9 a. m. today for Ft. Worth, sixth hop of the tour.

After spending a quiet but dusty Independence day in Tulsa, the pilots began extensive preparations for the next seven hops, which are expected to take the planes through their most severe test, en route through Texas to San Diego.

Because of the excessive heat predicted for southern Texas and the high altitudes to be encountered between San Antonio and San Diego there is much speculation as to the number of planes that will be able to reach the coast.

Nearly all the planes are carrying maximum loads and a great many are forced to maintain a high rate of speed to continue in the competition. These factors, combined with heat and altitude, may force many to join the two already left by the wayside.

The pilots brought their July 4 celebration to a close, with first count of votes for the air mayorship of Waukesha, Wis., and a prize of \$1,000 in cash. Each pilot was allowed one ballot for each flight made with a passenger. The ballots contained from ten to 1,000 votes.

Jack Atkinson, flying the smallest plane in the tour, a monoplane, took the lead in the mayoralty race with 2,435 votes. He made twenty-seven hops yesterday.

Richard Pears, flying a Fairchild cabin monoplane, was second with 1,380 votes. Dan Robertson, piloting a Curtiss Robin monoplane, was third, with 830 votes.

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