

PRICE TWENTY-FIVE CENTS

16TH. ANNUAL WORLD'S

PREMIER

AIR CLASSIC



Tom McKee

OFFICIAL PUBLICATION & LOG

NATIONAL



AIR CLASSIC



RENCH



*In the Air!  
On the Ground!*

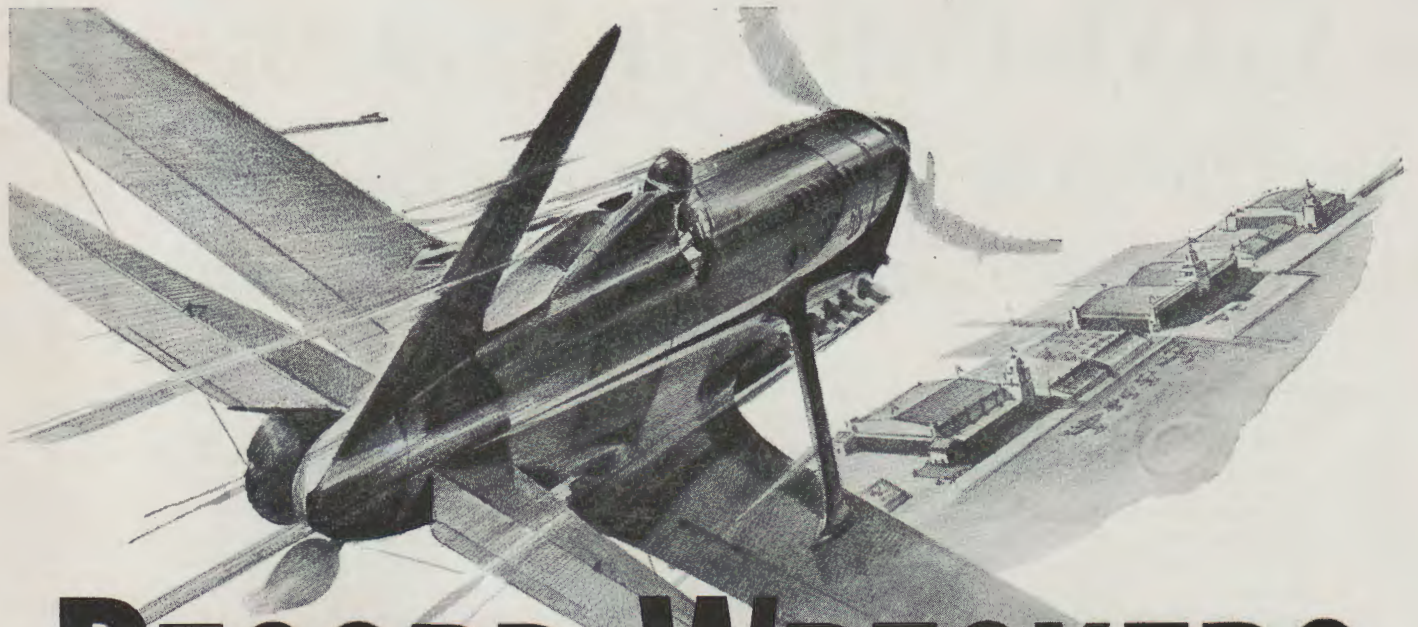
## **Goodrich Silvertown Tires** *mean* **SAFETY!**

Today, whether you travel by plane or by automobile, Goodrich Safety Silvertown tires stand ready to safeguard your life. Air race pilots, sportsman flyers, transport lines flying giant passenger planes from coast to coast insist on Goodrich Silvertowns for easy

handling, for comfort, for safe takeoffs and landings. Whenever you fly, look at the tires. See how often you take off on Silvertowns. Whenever you take a motor trip—ride on Goodrich Silvertowns with the Life-Saver Golden Ply. That's the way to play safe!

**Goodrich *Safety* Silvertowns**  
for today's airplane - for today's automobile








# RECORD-WRECKERS

## ... meet the NEW Champ!

*Eight months ago Shell announced the first commercial 100 OCTANE aviation gasoline. Today its amazing performance in racing, military and transport aircraft is a matter of record...*

 **RACING PILOTS** have proved that Shell 100 Octane offers an astonishing increase in horsepower output. In a recent record-breaking performance Shell 100 Octane gasoline boosted top speed approximately 21 m. p. h. above the maximum possible with 87 Octane.

 **TO AIRLINE OPERATORS**, Shell 100 Octane brings greater profits. An example: A transport with a range of 1400 miles, powered by two 850 h. p. engines. By changing from 87 Octane to Shell 100 Octane, *the fuel load can be reduced approximately 480 lbs.* With only minor modifications in present equipment.

 **TO ENGINE DESIGNERS**, Shell 100 Octane opens the door to higher compression ratios and higher induction pressures... lighter engines... far greater horse-power output per cubic inch displacement.

SHELL 100 OCTANE, which complies rigidly with all leading

### Tests Prove Shell 100 Octane Gasoline Makes It Possible To:

- Increase top speed 5 to 10%
- Boost horsepower output up to 25%
- Reduce cylinder head temperatures 15 to 20%
- Cut fuel consumption 10 to 20%

specifications for aviation gasolines, contains no more tetraethyl lead than do regular 87 Octane gasolines!

Thus you gain the highest octane performance and at the same time avoid the increased engine operating and overhaul costs resulting from "over-doped" gasolines.

#### Fuel data service for operators

Members of the aviation industry are invited to write for recommendations on any specific fuel problem—and for information on Shell's new line of improved aviation fuels.

Address: Shell Aviation Department, Shell Oil Company, San Francisco; or Shell Petroleum Corporation, St. Louis; or Shell Eastern Petroleum Products, Inc., New York.



# SHELL 100 OCTANE AVIATION GASOLINE



# VALVE-IN-HEAD POWER—

## *the Choice of Champions—is Exclusive to Chevrolet in the Low-Price Field*



All the outstanding motor performances of recent years, on land, and water, and in the air, testify to the fundamental superiority of valve-in-head engine design.

Consider the fact that the airplane industry standardizes practically one hundred per cent on this design, because of its dependability and economy. All the winners of the 500-mile Indianapolis Speedway Classic for the past nine years have driven cars powered with the

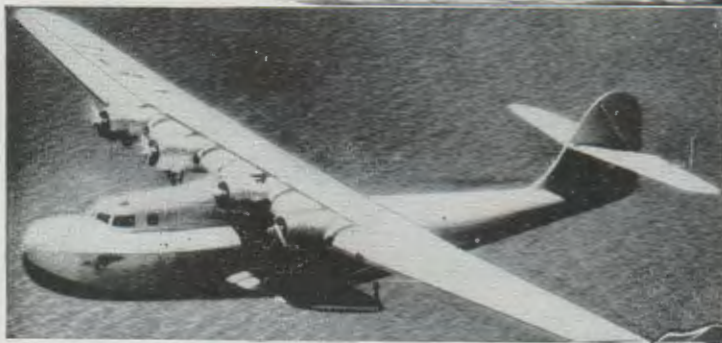
valve-in-head type engine, and the victorious "Miss America" speedboats have all employed the same principle.

Year after year, Chevrolet has concentrated on the development and improvement of valve-in-head advantages, and in the 1936 Chevrolet cars, which are breaking all sales records and setting new marks for economy, valve-in-head once more proves it is the "choice of champions."

CHEVROLET MOTOR CO., DETROIT, MICH.



"Miss America X," world's fastest boat (record, 124.91 m.p.h.), uses valve-in-head type engine.

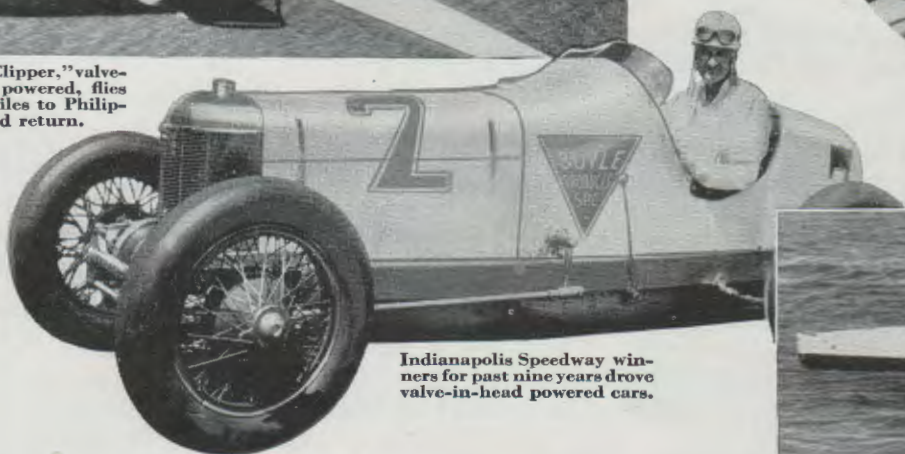


"China Clipper," valve-in-head powered, flies 18,000 miles to Philippines and return.

Douglas Transports depend on valve-in-head power.



"Notre Dame," record holder in Gold Cup class, uses valve-in-head design.



Indianapolis Speedway winners for past nine years drove valve-in-head powered cars.



# THE NEW CHEVROLET

*The only complete low-priced car*





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# Official Publication

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## NATIONAL AIR RACES

LOS ANGELES MUNICIPAL AIRPORT  
LOS ANGELES

•  
**SEPTEMBER 4, 5, 6, 7**

*16th Annual World's Premier Air Classic*

Transfer of sanction to Los Angeles of the 1936 National Air Races was made possible through the cooperation of National Air Races of Cleveland, Inc.

Sponsored by  
LOS ANGELES JUNIOR CHAMBER OF COMMERCE

### MANAGEMENT

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Managing Director

PHILIP T. HENDERSON  
Business Manager

Indorsed by the Los Angeles Chamber of Commerce  
Sanctioned by the National Aeronautic Association  
Held under the rules of the Federation Aeronautique Internationale



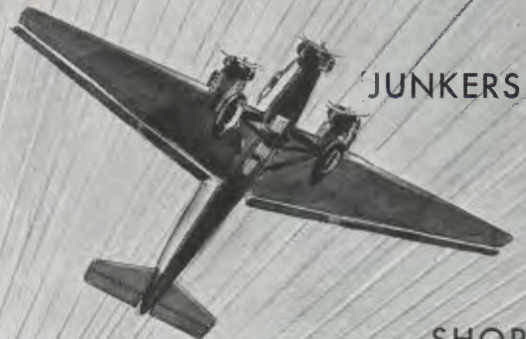
NORTHROP  
Gamma



SIKORSKY  
S-42 and S-43



JUNKERS JU



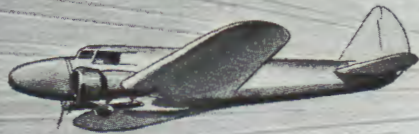
SHORT  
Empire Flying



CANT. Z 506  
Hydroplane



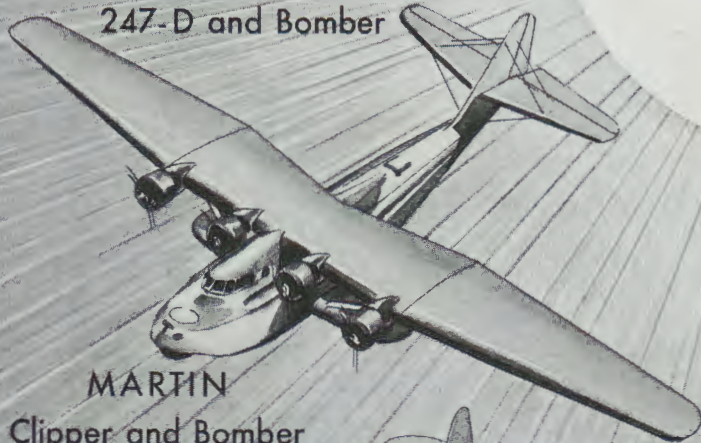
SPERRY  
GYROPILOTS  
FLY



BOEING  
247-D and Bomber



SAVOIA MARCHETTI  
S-73 and S-81

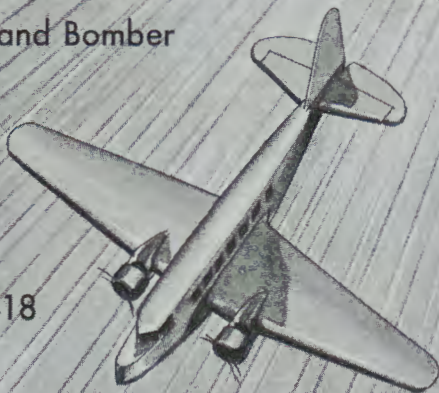


MARTIN  
Clipper and Bomber

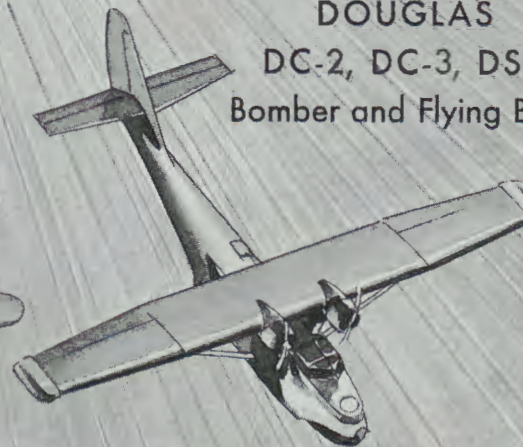


DOUGLAS  
DC-2, DC-3, DC-3B  
Bomber and Flying Boat

FIAT G-18



LOCKHEED  
Electra and Orion



CONSOLIDATED  
Patrol Boat





**TO YOU, WILL – WILL ROGERS**  
LAUGHING PHILOSOPHER OF LIFE

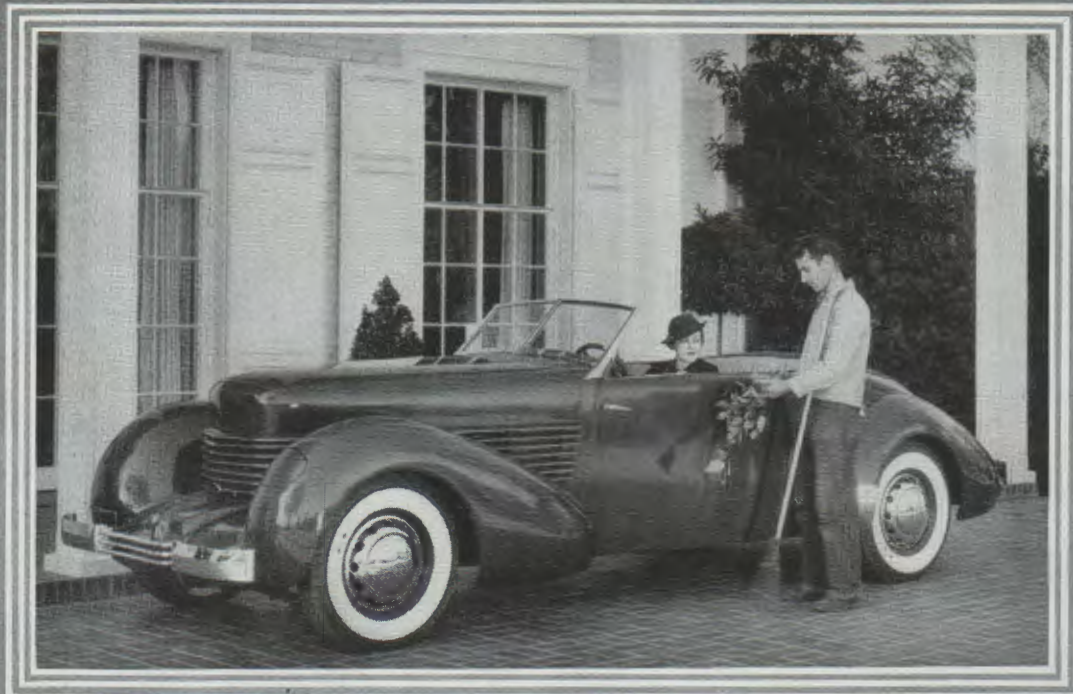
ALL AVIATION *pays its tribute of gratitude...* You rode into fame as a laughing cowboy lost in clouds of dust:

You climbed the sky and were lost in clouds of glory. But you live in memory.

Because you flew everywhere, on errands of every sort, fearing nothing but fear, pushing ever further into space, accepting fare with a laugh; your courage, your curiosity, your generous praise and helpfulness taught the world to love the air.



QUALITY IN EVERY DETAIL



A demonstration, with you at the wheel, will prove:

It is the safest car!

It is the easiest car to handle!

It is the smoothest and quietest car!

It is the most comfortable car to ride in!

# C O R D

AUBURN AUTOMOBILE CO. AUBURN, INDIANA.

AUBURN AUTOMOBILE SALES CORPORATION

2442 Wilshire Boulevard, Los Angeles, California



# Welcome! TO THE 1936 NATIONAL AIR RACES



## Commemorating The 16th Anniversary of the World's Premier Air Classic

I AM happy to extend a cordial and official welcome to you who are privileged to see the 1936 National Air Races here in Los Angeles; and to the Army, Navy, Marines, civilian pilots and European participants whose presence lends greater color and dignity to this impressive spectacle.

On behalf of the executive officers and directors I also take this occasion to express our deep gratitude to the business men and organizations of Southern California who have made it possible to present the 16th Annual World's Premier Air Classic in Los Angeles; and to those of you who by your patronage have contributed in elevating this enterprise to the outstanding aviation event in the world.

Aside from the thrilling and spectacular entertainment and educational advantages provided to the public, the National Air Races have proved to be one of the greatest contributing factors in the advancement of aviation. Much has been accomplished on these proving grounds in the development of greater speed with safety. Through the friendly competition encouraged by the various trophy races, designers, manufacturers and fliers have been inspired to vie with each other in striving for perfection in conquering the air. The National Air Races have provided the proving field for the numerous innovations that have so successfully contributed to the great strides made in aviation during the past 16 years. This is reflected in the advance design and construction of air transports today.

There is more to be accomplished, not only in aeronautical advancement, but in broadening the understanding of the American public to the tremendous advantages of flying and its greater use. We present the National Air Races this year in the belief that it will outshine all previous programs and will symbolize further gains not only in aeronautical progress but in our own economic advancement as well.

They're off! May you thoroughly enjoy every thrilling moment of the 1936 presentation.

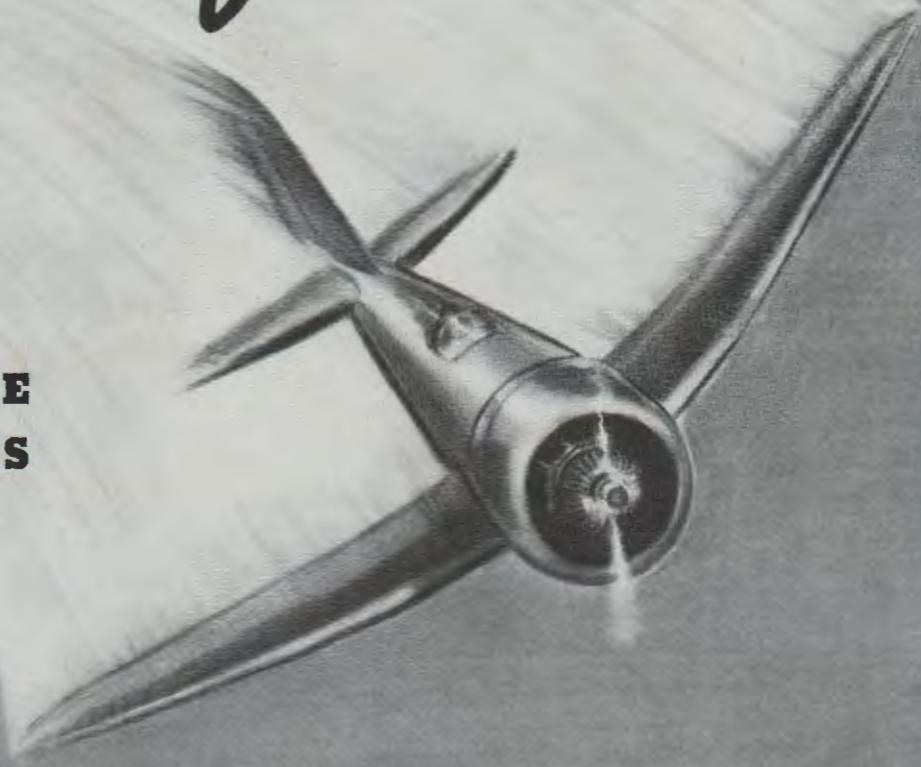
*Carl D. Huger.*

President.

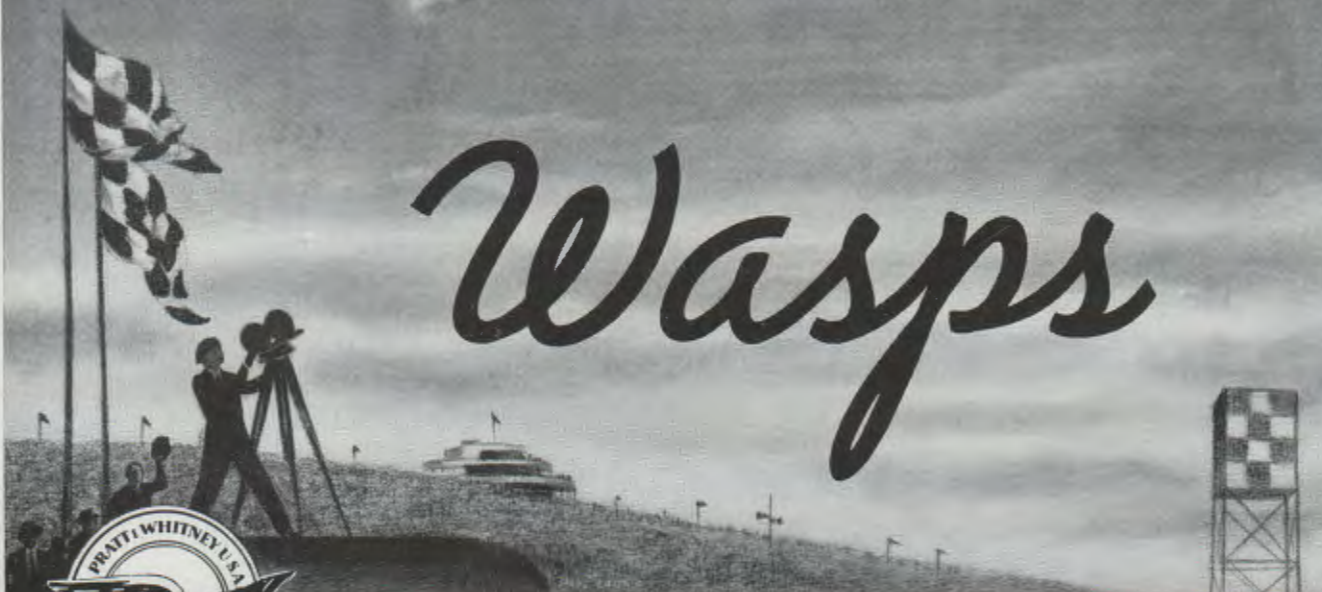


# *This Afternoon*

**KEEP YOUR EYE  
ON THE PLANES  
POWERED BY**



# *Wasps*



**PRATT & WHITNEY AIRCRAFT    EAST HARTFORD, CONNECTICUT  
DIVISION OF UNITED AIRCRAFT CORPORATION**





# A Symphony of the Skies

**T**HE AIRCRAFT INDUSTRY salutes *Southern California*—its leadership as exemplified by the aggressive civic, industrial, commercial institutions and men who made possible the 1936 National Air Races.

Aviation is no longer a "game" but the expression of the dominant will of brave men and women who set about to prove the usefulness of aircraft as the ultimate factor in modern transportation—speed in commerce—speed in industry—speed in moving things and men. Life will be more abundant—the tempo of commerce and industry will be quickened—distance will become a lesser barrier to inter-city, inter-state and international commerce and travel because of this progress.

Now that aviation is an industry of public service it inherits a perpetual ob-

Spurred on by coveted international trophies and substantial awards engineers have been inspired to create—men and women pilots have been eager to prove or disprove structural innovations. National Air Races functions as the front page of aviation's progress, dominating world news through press, radio, motion picture and all known media.

And now for the symphonic tempo—roaring motors—motion—action—speed planes hurtling through the skies to new world's records. Precision—crack military and naval aces in breathtaking formation—daring national and international acrobatic aces—famous men and women pilots—international dignitaries—aviation executives and technicians and—an audience of hundreds of thousands of eager spectators thrilled, inspired and awed by it all... truly a SYMPHONY OF THE SKIES

THE  
Bush



★  
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and Board of Directors



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1936  
*National Air Races*  
LOS ANGELES CALIFORNIA

16<sup>TH</sup>  
ANNUAL  
WORLD PREMIER  
AIR CLASSIC



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OSCAR A. TRIPPET  
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1934  
97.01%

AT CHICAGO '33  
1933  
95.9%

1933  
97.2%

1932  
86.82%

1931  
86.02%

1930  
84.2%

1929  
64.4%

1935  
91.38%

The 2000 MILE OIL The 2000 MILE OIL

**KENDALL**  
*The*  
**2000 MILE OIL**

*Maintain proper oil level*

The 2000 MILE OIL The 2000 MILE OIL

*Year after Year-*  
**KENDALL**  
**BRINGS IN THE**  
**WINNERS!**



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HAROLD LLOYD

### Honorary Referee Thompson Trophy Race

EDDIE CANTOR

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### Honorary Timer

CARL SCHORY

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Standard Oil Company  
of California

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(Continued on Page 16)



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## 1936 NATIONAL AIR RACES



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RICKENBACKER  
*Honorary Referee*



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EARHART  
*Honorary Starter*



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*Honorary Chief Technical Comm*



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*Chief Referee*



E.W. "POP"  
CLEVELAND  
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WATERMAN  
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*Chief of Field Judges*



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CAREY  
*Chairman Ruth Chatterton Trophy Race*

JACK STORY  
*Chief Announcer*



CAPT. WILLIAM H. ROYAL  
*Assistant Announcer*



# General Rules and Regulations Governing All Events 1936 National Air Races

## A—Plane Eligibility — Free-for-All Races

1. Airplanes with any type of Department of Commerce license shall be eligible for entry in free-for-all events.

2. Foreign-built airplanes are eligible to enter in free-for-all events if the aircraft is inspected and carries the racing permits issued by the Air Ministry of their respective countries.

3. Any type of engine with or without supercharger may be used, subject to approval of the Race Contest Committee and provided the aircraft entered is eligible for the type of license displayed.

4. Qualifying speed dashes will be held and contestants must compete and qualify in these speed dashes in order to be eligible for the closed course events.

(a) Motors with 266 cubic-inch displacement or less entered in the closed course events must make a qualifying speed of 115 miles per hour.

(b) Motors with 375 cubic-inch displacement or less entered in the closed course events must make a qualifying speed of 175 miles per hour.

(c) Motors with 550 cubic-inch displacement or less entered in the closed course events must make a qualifying speed of 200 miles per hour.

(d) Motors with unlimited cubic-inch displacement entered in the closed course events must make a qualifying speed of 225 miles per hour.

## B—Rules of the Races

1. Method of Starting—If "Race Horse Start" proves practical, it will be continued throughout the entire series of free-for-all closed course races.

(a) Planes entered in any closed course race will be lined up on the starting line with engines idling, from left to right in order of qualifying speed established in qualifying speed dashes. At a given signal, all planes will take off together.

(b) In taking off in the "Race Horse Start" no plane shall cut in front of another until a safe distance has been gained. Any plane passing another plane must keep at least 150 feet to the right, or 50 feet above the plane being overtaken.

2. All pylon turns must be made to the left and outside of the pylon.

3. A plane overtaken must hold its true course in order that it may not in any way impede or interfere with a faster, overtaking ship.

4. A plane overtaking a slower plane shall never attempt to pass between that plane and the pylon.

5. After crossing the finish line, all planes shall continue on their course until they have attained an altitude of 1,000 feet, then they may turn and return to the airport and land in that part of the field assigned for landing and in so doing shall not cross the course of the finish line.

6. Pilots shall pass all turning points in plain view of the observing officials, stationed at each turning point, and at an altitude of not over 500 feet.

7. *Cancellation of a race in progress.* The referee shall have the power to cancel or declare finished a race in progress. If the race has been 60 per cent or more completed at the time that a red flag is displayed at the start and finish line, the race shall be declared finished. If it is not 60 per cent completed, it shall be declared cancelled and run over at a later date. Responsibility of seeing the cancellation flag rests with the contestants.

8. Pilots must at all times be on the lookout for transport airplanes in the vicinity of the airport and in taking off and landing. Transports are to have the right-of-way at all times in the vicinity of the airport.

## C—Pilot Eligibility

1. Pilots must be licensed by the Department of Commerce and hold the F. A. I. Certificate and Annual Sporting License issued by the Contest Board of the National Aeronautic Association, Dupont Circle, Washington, D. C.

2. To be eligible to participate in the closed course events each pilot must:

(a) Have the equivalent of transport pilot time (minimum, 200 hours).

(b) Furnish satisfactory proof that he has participated in at least five closed course races.

3. Each woman pilot entered in a closed course event must furnish satisfactory proof that she has had at least 25 hours on the plane to be flown in the event, or its equivalent.

4. Pilots must fly alone in all closed course events and it is requested by the Air Race Committee that they wear parachutes.

5. The Contest Directors reserve the right to require any pilot to prove he is qualified to fly the ship he has entered for participation in the closed course events.

## D—Pylon Turns During Race—What Constitutes Cutting of Pylon

1. A pilot who has cut the pylon (turning inside or having any part of the plane over the pylon constitutes "cutting") may validly continue in the race provided he makes a complete turn around same pylon in proper direction of the race before continuing his course; otherwise, he is automatically disqualified from the event.

## E—Finish of the Race

1. The finish of all closed course races will be made by passing over the finish line in front of and at right angles to the grandstand, after completing the required number of laps allowed in the closed course or other prescribed course.

## F—Winner of the Race

1. The winner of the first place, in any event where speed is the determining factor, shall be the pilot who has completed a full race in the shortest elapsed time, and of second place, the second best time, etc., provided the pilot is not disqualified.

2. The National Contest Board reserves the right to interpret these rules and regulations and make any changes they deem necessary.

## General Rules and Regulations Governing Parachute Jumping Contests

1. Each contestant will be required to jump from a minimum of 2,000 feet landing as near as possible to a predetermined point marked on the airport.

2. This contest is open to all experienced jumpers. Each jumper must furnish his own airplane and parachute.

3. A parachute jumper landing outside of the landing area of the airport will be disqualified.



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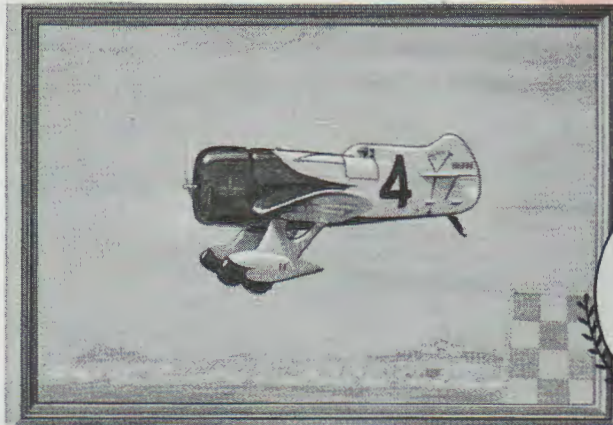
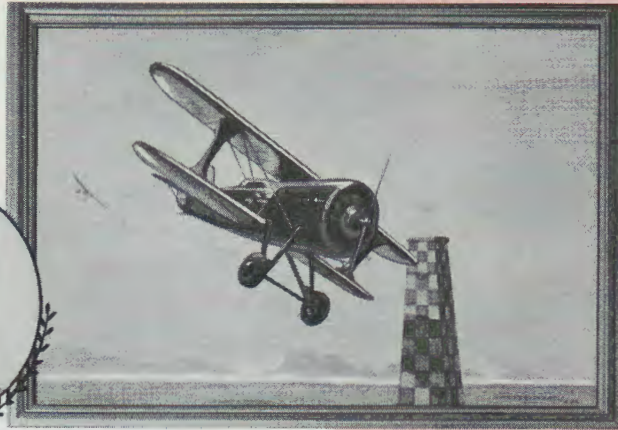


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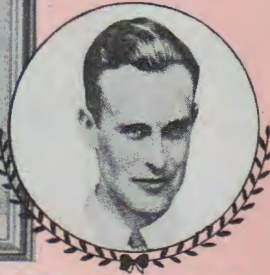
# THOMPSON TROPHY RACE

## VICTORIOUS PLANES AND PILOTS OF THE PAST

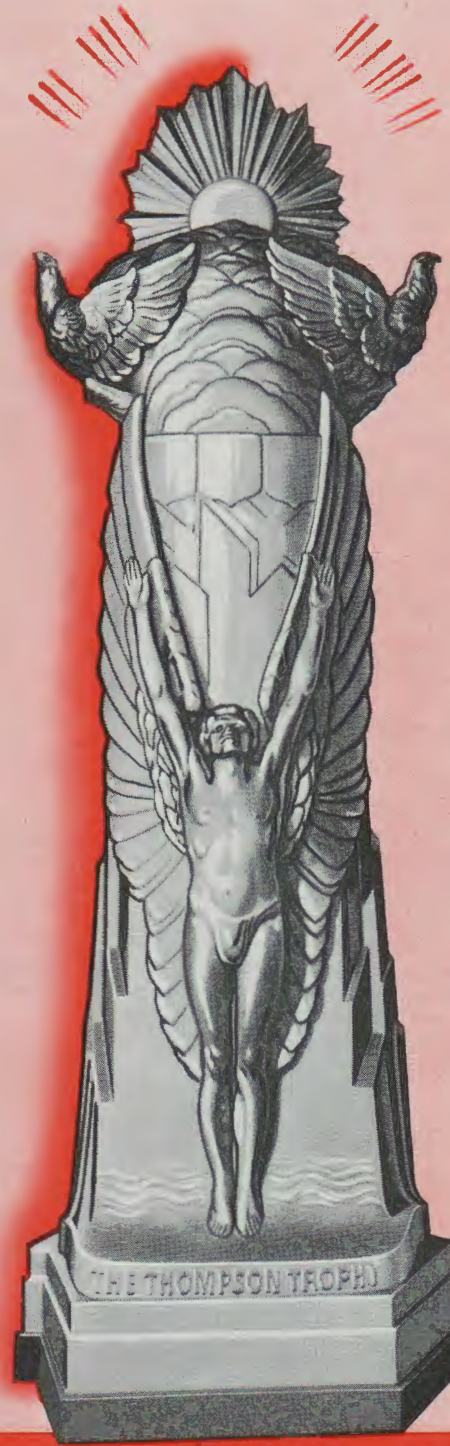
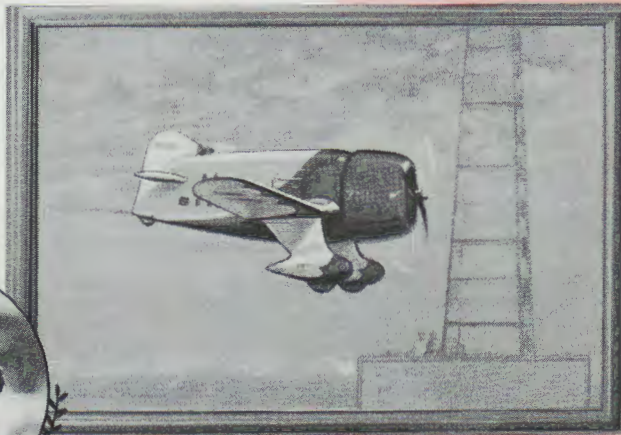
1930—Speed Holman, Laird Biplane Pratt & Whitney "Wasp Jr." Engine



1931—Lowell Bayles, Gee-Bee Super-Sportster Pratt & Whitney "Wasp" Engine



1932—James H. Doolittle, Gee-Bee Super-Sportster. Pratt & Whitney "Hornet" Engine



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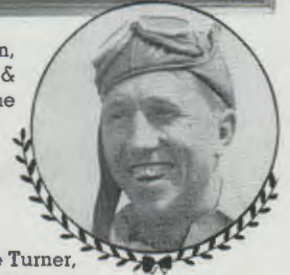
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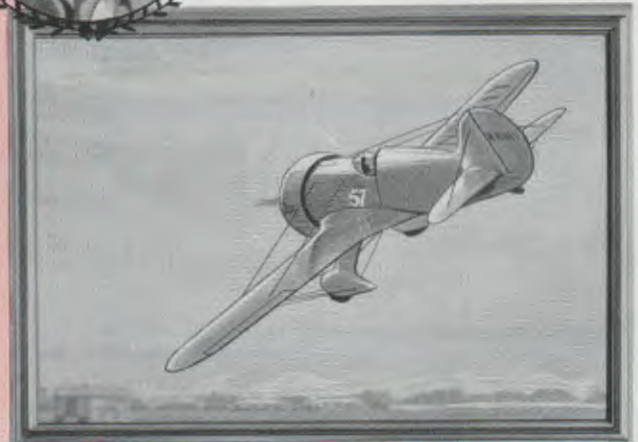
1935—Harold Neumann,  
Howard Special. Pratt &  
Whitney "Wasp" Engine



1933—James R. Wedell,  
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cial. Pratt & Whitney  
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# Products





# National Air Race Speed Classic

## The Vincent Bendix Trophy Race

EVENT NO. 1

Transcontinental Speed Classic  
Free-for-All—Men and Women Pilots  
Total Purse \$15,000  
and Vincent Bendix Trophy



Vincent Bendix  
President,  
Vincent Bendix  
Corp.



1. The Bendix Transcontinental Speed Dash will start from New York, and offer competition for all types of airplanes. The contest will be flown either non-stop without refueling or with refueling in flight, or with refuel landings, at the pilot's option. The shortest elapsed time from the starting point to the finish at the Los Angeles Municipal Airport, will be the method of declaring the winners.

2. The date of starting will be September 4th, from Floyd Bennett Field, New York, at a time determined by the contest committee, in order that planes may arrive at the Los Angeles Municipal Airport on the opening day of the 1936 National Air Races, September 4th.

3. The finish will be timed in flight at the crossing of the finish line at the Los Angeles Airport.

4. Prize money: First place, 45%—Gold Replica Bendix Trophy; second place, 25%—Silver Replica Bendix Trophy; third place, 15%—Bronze Replica Bendix Trophy; fourth place, 10%; fifth place, 5%.

The owner of the winning plane, or any Aero Club he may designate, will be given possession of the Vincent Bendix Trophy for ten months from the day of the race.



Vincent Bendix Trophy

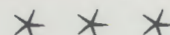
NOTE: \$10,000 will be awarded to the winners of the first five places on the division of the prize money as shown under Number 4. \$2,500 will be awarded to the pilot who establishes a new east-west transcontinental speed record. If more than one pilot breaks the present Transcontinental Speed Record, the \$2,500 will be awarded to the pilot with the fastest time between New York and Los Angeles.

This year, Mr. Vincent Bendix raised the total amount of the award from \$12,500 to \$15,000 and allocated \$2,500 of this sum as a prize to the woman pilot making the fastest elapsed time between New York and Los Angeles.

## Charles E. Thompson Trophy Race

EVENT NO. 10

World's High Speed Land Plane Classic  
International Free-for-All—Men Pilots Only  
Total Purse \$20,000  
and Charles E. Thompson Trophy



Charles Edwin Thompson, who conceived and sponsored the Thompson Trophy Race since 1929, passed away October 4, 1933. A staunch friend of all racing pilots, a benefactor of aviation, and a pioneer of the automotive industry, his kindly influence will be missed by the many who knew him intimately.

The Thompson Trophy Race is one of his greatest and most unselfish achievements, and through it his name will live on. In memory of its founder and president, and perpetuate his high purpose of developing greater air speeds in the United States, Thompson Products, Inc., undertaken the sponsorship of his Trophy, and the annual contest at which it is awarded.

The owner of the winning plane will be given possession of the Charles E. Thompson Trophy for ten months from date of the race.

1. Open to any type airplane equipped with any type motor or motors.

2. Distance—150 miles, 15 laps over a ten-mile course.

3. Qualifying speed—225 miles per hour. Contestants must have established a qualifying speed of 225 miles per hour or better in order to be eligible for this event.

4. \$17,500 of the total purse will be awarded to the winners of the first six places on a division of the prize money as shown below. \$2,500 of the total purse will be awarded to the winner, provided his speed exceeds the present National Air Race record of 252.686 miles per hour.

5. Prize money: First place, 40% — Gold Plaque; second place, 25%—Silver Plaque; third place, 14% — Bronze Plaque; fourth place, 9%; fifth place, 7%; sixth place, 5%.



Fred Crawford  
President,  
Thompson Products  
Co.



Charles E. Thompson Trophy



# Louis W. Greve Trophy Race

EVENT NO. 7

Free-for-All—Men Pilots Only

Open to Motors of 550 Cubic Inch Displacement or Less

Total Purse \$10,000 and  
Louis W. Greve Trophy

★ ★ ★



Louis W. Greve  
President,  
Cleveland Pneumatic Tool Co.

Louis W. Greve, President of the Cleveland Pneumatic Tool Company, is sponsoring the race for the 550 cubic inch displacement.

Five times president of the National Air Races, Mr. Greve in establishing this Trophy Race to encourage greater speed and efficiency, gives further evidence of his interest and desire to contribute to the greater advancement of aviation.

1. Open to any type airplane with an engine having not more than 550 cubic inch displacement.
  2. Distance—100 miles, 20 laps over a five-mile course.
  3. Qualifying speed—200 miles per hour. Contestants must have established a qualifying speed of 200 miles per hour or better in order to be eligible for this event.
  4. \$8,500 of the total purse of \$10,000 will be awarded to the winners of the first six places on a division of the prize money as shown below.
  5. Prize money: First place, 40%—Gold Plaque; second place, 25%—Silver Plaque; third place, 14%—Bronze Plaque; fourth place, 9%; fifth place, 7%; sixth place, 5%.
- \$1,500 of the total purse will be awarded to the winner provided his speed exceeds the present National Air Race record of 213.257 miles per hour.



Louis W. Greve Trophy

The owner of the winning plane or an Aero Club he may designate will be given the possession of the Louis W. Greve Trophy for ten months from the date of the race.

This race was designed to encourage greater efficiency in the lower power groups and has already shown its influence in the greater speed now achieved in two, three and four place airplanes.

# Shell Award Races

EVENTS NO. 4, 6, 9

Free-for-All—Men Pilots Only

Two of the Shell Races are open to motors of 375 cubic inch displacement. One race to motors of 550 cubic inch displacement.

Total Purse \$12,000

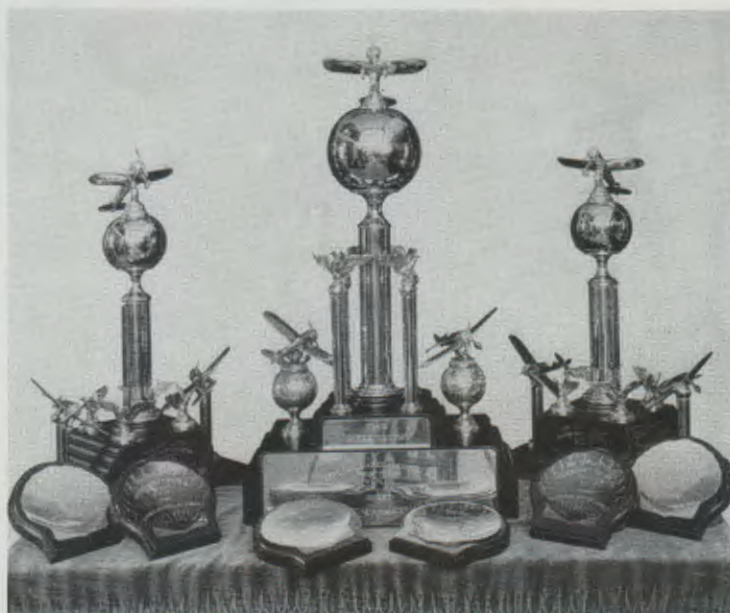
★ ★ ★



Jas. Doolittle  
Head Aviation  
Department  
Shell Petroleum  
Corp.

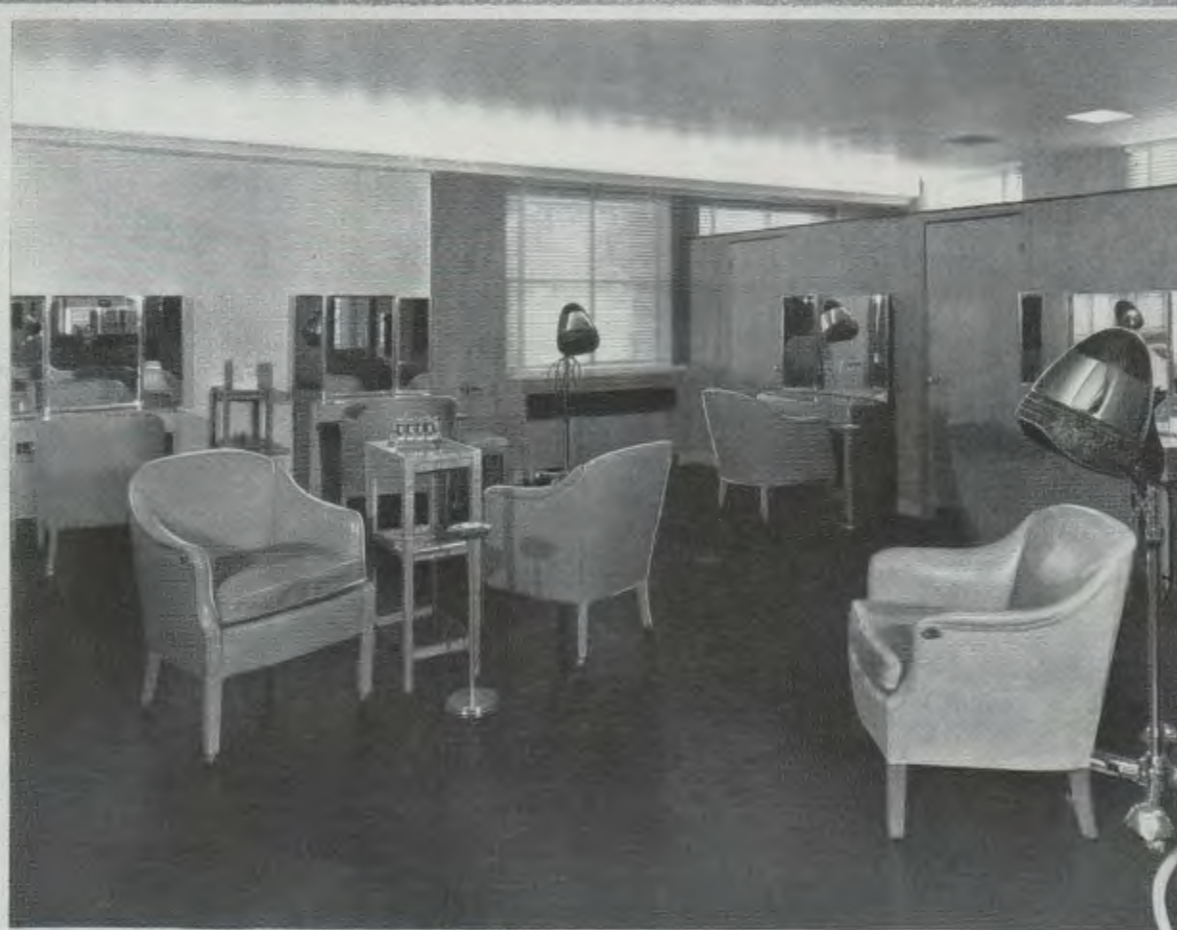
This year marks the inauguration of three Shell Races, to be known as the Shell Trophy Race, Shell Award and Shell Cup Race. These trophies are permanent awards to the winners.

1. The Shell Trophy Race, with an award of \$6,000 and the Shell Trophy, is open to airplanes with an engine of not more than 375 cubic inch displacement.
  2. Distance—100 miles, 20 laps over the 5-mile course.
  3. Qualifying speed—175 miles per hour.
  4. \$5,000 of the above total purse will be awarded to the winners of the first six places on a division of prize money as shown below. \$1,000 of the above total purse will be awarded to the winner, provided his speed exceeds the present National Air Race record of 202.183 miles per hour.
  5. Prize money: (A) First place, 40%; second place, 25%; third place, 14%; fourth place, 9%; fifth place, 7%; and sixth place, 5%.
1. The Shell Award Race, with an award of \$3,000, is open to airplanes with an engine of not more than 375 cubic inch displacement.
  2. Distance—50 miles, 10 laps over the 5-mile course.
  3. Qualifying speed—175 miles per hour.
  4. Prize money: (B) First place, 45%; second place, 25%; third place, 15%; fourth place, 10%; fifth place, 5%.
1. The Shell Cup Race, with an award of \$3,000 and the Shell Cup, is open to airplanes with an engine of not more than 550 cubic inch displacement.
  2. Distance—50 miles over the 5-mile course.
  3. Qualifying speed—200 miles per hour.
  4. Prize money: (B) First place, 45%; second place, 25%; third place, 15%; fourth place, 10%; fifth place, 5%.



Shell Oil Company Trophies





where Miss Cochran provides  
"wings to beauty" for all women

—a salon of true continental charm, where men of international prestige create sculptured coiffures of smart personalized individuality—and where Miss Cochran's exceptional "Wings to Beauty" cosmetics and treatments are available

Chicago  
Lake Forest  
Hotel Ambassador  
Los Angeles  
DRexel 1376

Jacqueline Cochran  
BEAUTY SALON



## Cliff Henderson Merit Award

The Clifford W. Henderson Trophy is a merit award given to the pilot who is the most consistent winner and who earns the highest number of points in the competitive events at the National Air Races.



Cliff Henderson

Points are based on all-around performance and the establishment of a new National Air Race or world speed record. The pilot winning this award is generally acknowledged as the champion pilot of the current National Air Races.

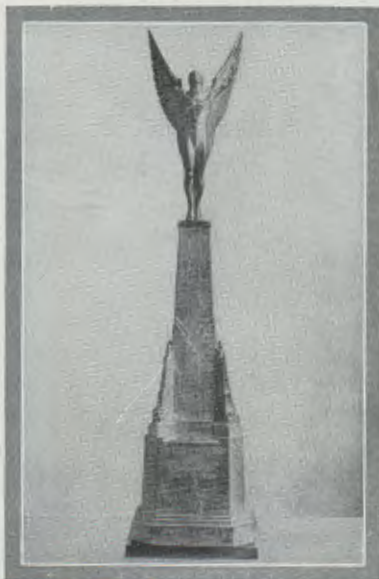
First to win this trophy was Jimmy Doolittle; second, Roscoe Turner; third, the late Doug Davis; fourth, Harold Newman.

Points are awarded on the following basis:

Thompson Trophy Race.....	1,000 points
Bendix Trophy Race.....	1,000 points
Greve Trophy Race.....	800 points
Shell Trophy Race.....	700 points
Shell Award Race.....	500 points
Shell Cup Race.....	500 points
Ruth Chatterton Trophy Race	500 points
Amelia Earhart Trophy Race	500 points
A. T. C. Competition.....	400 points

Points are allotted on the following basis: 1st place—40%; 2nd place—25%; 3rd place—14%; 4th place—9%; 5th place—7%; 6th place—5%.

A 25% increase in point awards will be given to each pilot establishing a new National Air Race or world's speed record in any particular event.



Clifford W. Henderson Trophy

## Ruth Chatterton Sportsman Pilot Trophy Race

EVENT NO. 11

Second National Transcontinental  
Handicap Sportsman  
Pilot Derby

Open to Men and Women Pilots  
Cash Purse (Eastern Wing) \$1,000  
Cleveland to Dallas  
Cash Purse (Western Wing) \$1,000  
Dallas to Los Angeles  
Sweepstake Award—  
Ruth Chatterton Trophy

As a true aviation enthusiast and herself an active licensed pilot, it is entirely natural that Miss Ruth Chatterton should encourage participation in that sport which she likes best. Recognizing that aviation is furthered by private flight, Miss Chatterton has chosen to sponsor a Trophy Race that will stimulate cross-country flying and promote greater interest in sporting aviation on the part of owners of private planes.



Ruth Chatterton

1. Open to men and women non-professional, licensed pilots. Minimum time—150 hours including 50 hours cross-country.
2. Open to any type ship, powered with any type motor or motors, carrying ATC or Group II certificate. All contesting aircraft will be handicapped by an accredited Handicap Committee, to a theoretical equal speed, therefore the element of competition is pilot skill and navigation.
3. The winner will be the pilot crossing the Finish Line at San Diego, having the greatest number of points accumulated in the series of lap, or inter-city, races.
4. First prize, 25%; second place, 15%; third place, 10%; fourth place, 10%; fifth place, 10%; sixth place, 10%; seventh place, 5%; eighth place, 5%; ninth place, 5%; tenth place, 5%.



Ruth Chatterton Trophy

## Amelia Earhart Trophy Race

EVENT NO. 3

Women's A. T. C. Handicap Race

Women Pilots Only  
Open to Motors of 800 Cubic Inch  
Displacement or Less

Total Purse \$1,500 and the  
Amelia Earhart Trophy

Amelia Earhart Putnam, America's premier airwoman, and herself holder of many records and coveted trophies, needs no introduction to the world's public.



Amelia Earhart

Upon the establishment of this race, which bears her name, she again evidences her desire to further not only the interests of women in air racing but to contribute to the greater advancement of aviation.

1. This race will be a handicap event open to C licensed aircraft with motors of 800 cubic inch displacement or less, each of a maximum speed of not to exceed 175 miles per hour. A special handicap committee, decided upon by the Committee for Women's Contests of the National Aeronautical Association, will establish a handicap time for each plane entered. All handicaps will be absorbed at the starting line. In determining handicaps, the Committee will have the right to have its test pilot or pilots fly the airplanes entered.
2. Distance: 25 miles, 5 laps over a five-mile course.
3. Prize money: First prize, 45%; second prize, 25%; third prize, 15%; fourth prize, 10%; fifth prize, 5%.

Contestants must have established a qualifying speed of 100 miles per hour or better in order to be eligible in this event.



Amelia Earhart Trophy



*Setting a new pace for*



THE VINCENT BENDIX  
TROPHY

THE SIXTH  
ANNUAL

BENDIX TRANSCONTINENTAL



# the Commerce of the Air!

**F**IVE times, the pick of America's top-flight pilots, in the swiftest ships the industry could provide, have roared their way to splendid achievement in pursuit of the Vincent Bendix Trophy. That is interesting, and thrilling, but certainly of equal importance are the events that have followed



VINCENT BENDIX

**BENDIX AVIATION CORPORATION**  
Chicago • New York • South Bend

## BENDIX PRODUCTS

Bendix Airplane Wheels and Brakes, Pneudraulic Shock Struts, Pilot Seats • Stromberg Aircraft Carburetors • Scintilla Aircraft Magnetos • Bendix H. T. Aircraft Spark Plugs • Friez Weather Instruments • Pioneer Compasses • Turn, Bank and Climb Indicators • Altimeters • Tachometers • Air-Speed Indicators • Octants • Fuel and Water Level Indicators • Ammeters • Switches, etc. • Eclipse Hand Inertia Starters • Electric Inertia Starters • Direct Cranking Electric Starters • Hand Turning Gears • Retractable Landing Gear Motors • Air Injection Starters • Battery Charging Generators (voltage regulated) • Double Voltage Radio Generators (voltage regulated) • Radio Dynamotors • Engine Driven Radio Dynamotors (voltage regulated) • Engine Driven Alternators (constant speed) • Engine Driven Vacuum Pumps (for Navigating Instruments) • Battery Booster Coils • Automatic Supercharger Regulators • Booster Magnetos • Fuel Flowmeters • Superchargers • Automatic Pitch Propeller Hubs • Ice Overshoe Air Pumps • Flexible Metallic Tubing.

each Bendix Transcontinental Free-for-All Trophy Race.

Faster, more reliable, safer, more comfortable, *commercial airline schedules* have followed, year after year, in the slip-stream of this annual air classic.

That is why the Vincent Bendix Trophy is awarded. The trophy itself is but the shining *symbol*—the gleaming recognition—of high endeavor gloriously successful. The real, and tangible, perpetuation of the fame of these champion airmen is in the inspiration they give to air travel and to aircraft design.

As provider of vital equipment units for all commercial airline planes, army, navy, marine corps and coast guard planes, and for most individually-owned civilian planes, Bendix Aviation Corporation is companion to every air traveler . . . including those who race today.



### WINNER 1931

Major James H. Doolittle  
Los Angeles to Cleveland  
—9 hours, 10 minutes,  
seconds  
Los Angeles to New York  
—11 hours, 16 minutes

### WINNER 1932

Capt. James H. Haizlip  
Los Angeles to Cleveland  
—8 hours, 20 minutes  
Los Angeles to New York  
—10 hours, 19 minutes



### WINNER 1933

Col. Roscoe Turner  
New York to Los Angeles  
—11 hours, 30 minutes

### 1934

Los Angeles to New York  
—10 hours, 2 minutes  
51 seconds



### WINNER 1934

Douglas Davis  
Los Angeles to Cleveland  
—9 hours, 26 minutes,  
41 seconds



### WINNER 1935

Ben O. Howard  
Los Angeles to Cleveland  
—8 hours, 33 minutes  
16.3 seconds





**DOUGLAS**  
TRANSPORTS  
HAVE MADE IT

*Overnight to Anywhere*



SINCE the introduction of the famous twin-engine Douglas Transport, air travel has offered far-reaching advancements in flight security. Speed has been increased as much as 100% but more important, Douglas Transports have harnessed this speed to a new safety which has made flying coldly accurate. Noise also has been eliminated and comfort is a major feature. • Now, in a veritable criss-cross of the nation, Douglas equipped airlines fly you anywhere overnight . . . *wherever you*

*are you can be anywhere else tomorrow morning.* • Douglas Aircraft Company, Inc., Santa Monica, California.

**WHEREVER YOU GO . . .  
TRAVEL VIA LUXURIOUS DOUGLAS EQUIPMENT**

*In AMERICA*...on American Airlines, Inc. . . Eastern Airlines . . . Pan American Airways . . . T.W.A., Inc., and Wilmington-Catalina Airline, Ltd.

*In THE ORIENT*...on Japan Air Transport, China National Aviation Corporation, and K.N.I.L.M. in the Netherlands Indies.

*In SOUTH AMERICA*... American Grace Airways

*In EUROPE*...OELAG in Germany; Deutsche Lufthansa in the Netherlands; K.L.M. in the Netherlands; L.A.P.E. in Spain; LOT in Poland; C.L.S. in Czechoslovakia; Linee Italiane in Italy; and Swissair in Switzerland.



# FREE-FOR-ALL ENTRIES

No.	Make of Plane	Entrant	Pilot	Home Port
57	Nicholas Beasley	Frank Allen	Henry Douglas	Oak Park, Ill.
64	D L X Racer	Frank Allen	Henry Douglas	Oak Park, Ill.
111, 2	Wittman	S. J. Wittman	S. J. Wittman	Oshkosh, Wis.
1	Folkerts	Harold Neumann	Harold Neumann	Kansas City, Mo.
66	Allenbaugh	Eddie Allenbaugh	Earl McIntyre	Hollywood, Calif.
59	Brown Racer B-1	Anthony W. LeVier	Anthony W. LeVier	Los Angeles, Calif.
61	Buchanan Zipper	Wm. O. Buchanan	Wm. O. Buchanan	Long Beach, Calif.
3	Chester Special	Airplane Sales Corp. of Chicago	Art Chester	Glenville, Ill.
4	Miles & Atwood Spec.	Leon A. Atwood	Lee Miles	Wichita, Kan.
53	Lockheed Orion	Laura Ingalls	Laura Ingalls	Burbank, Calif.
55	Gee Bee	Jacqueline Cochran		Los Angeles, Calif.
65	Breese	Jacqueline Cochran	Jacqueline Cochran	Los Angeles, Calif.
40	Howard DGA6	Ben O. Howard	Ben O. Howard	Chicago, Ill.
62	Beechcraft		Louise Thaden	Bentonville, Ark.
73	Northrup	Ted Fordon	Joe Jacobson	Kansas City, Mo.
76	Delgado Racer	Byron A. Armstrong	Chester M. Arthur	Tampa, Fla.
70	Rider Racer	Homer T. Seale	Lee Shoenhair	Los Angeles, Calif.
33	Brown B-2	Ernest B. Schoedsack	Marion McKeen	Inglewood, Calif.
22	Elmendorf Special	David R. Elmendorf	David R. Elmendorf	Palms, Calif.
38	Howard DGA4	Ben O. Howard	Joe Jacobson	Kansas City, Mo.
131	Kling Rider Special	R. A. Kling	R. A. Kling	Lemont, Ill.
52	Crosby C6R3	Harry H. Crosby	Harry H. Crosby	Glendale, Calif.
79	Rider R-3	H. W. Marcoux	Earl Oltman	W. Los Angeles, Cal.
100	Caudron-Renault	Michel Detroyat	Michel Detroyat	Paris, France

## Pulitzer Trophy Records

(Closed Course)

1921—176.7 m.p.h.—Bert Acosta, Curtiss Navy racer, Curtiss D-12.	1923—243.67 m.p.h.—Lt. Alfred Williams, Curtiss Navy racer, Curt. D-12.
1922—205.8 m.p.h.—Lt. Russell L. Maughan, Curtiss Army racer.	1924—215.72 m.p.h.—Lt. H. H. Mills, Verile-Sperry, Curt. 520 h.p.
1925—248.99 m.p.h.—Lt. Cyrus Bettis, Curtiss Army racer, Curt. V-1400.	

## Civilian Plane Records

(Closed Course)

1921—97.3 m.p.h.—Casey Jones, Curtiss Oriole, Curtis C-6.	1929—194.90 m.p.h.—"Doug" Davis, Travel Air Mystery monoplane, Wright Whirlwind 300.
1922—135.1 m.p.h.—H. R. Harris, modified DH, Liberty.	1930—201.91 m.p.h.—Charles W. (Speed) Holman, Laird Solution biplane, P. & W. Wasp Junior.
1923—124.98 m.p.h.—J. F. Moore, DeHaviland 4, Liberty.	1931—236.239 m.p.h.—Lowell R. Bayles, Gee Bee Super-Sportster, supercharged Wasp Junior.
1924—125.05 m.p.h.—Casey Jones, clipped-wing Oriole, C-6.	1932—252.686 m.p.h.—Maj. James H. Doolittle, Gee Bee monoplane, supercharged Wasp.
1925—134.2 m.p.h.—Casey Jones, Oriole, C-6.	1933—237.952 m.p.h.—James R. Wedell, Wedell-Williams, Wasp, Jr.
1926—136.372 m.p.h.—James G. Ray, Pitcairn Sesqui-Wing Arrow, Curtiss C-6.	1934—248.12 m.p.h.—Roscoe Turner, Wedell-Williams Racer.
1927—138.394 m.p.h.—James G. Ray, Pitcairn Sesque-Wing Arrow, Curtis C-6.	1935—220.194 m.p.h.—Harold Neumann, Howard Racer.
1928—140.30 m.p.h.—Robert W. Cantwell, Lockheed Vega, P. & W. Wasp.	





The world's first Air Race held in Rheims, France, in 1909. Quite different from the National Air Races held today.

# SIXTEEN YEARS

The World's Premier Air  
Classic in Retrospect

**B**EFORE a small gathering, inspired chiefly by curiosity, the first Air Races were held in 1909. During the 27 years that have elapsed since that memorable occasion the National Air Races have grown steadily in popularity and usefulness. Today they are recognized as the most important and impressive aviation events in the world, drawing an aggregate attendance in excess of one quarter million people.

Not only have the National Air Races afforded thrilling entertainment to millions of people since their inception, but they have played a most important part in the rapid strides made in aviation. The Air Races are the recognized proving grounds for the developments and improvements made each year by the designers, inventors and manufacturers of planes, safety devices and flying equipment.

The various trophy races with their handsome cash prizes have promoted the development of greater speed and safety flying. The friendly competition thus afforded has resulted in safe, fast planes which today are flying the airways of the world.

The National Air Races, of the United States, most distinguished of aeronautical projects and now famous throughout the world, had their inception in 1920 when aviation was at its lowest ebb. At that time the general public considered riding in an airplane just as dangerous and spectacular as diving over Niagara Falls in a barrel. Mr. Joseph Pulitzer, desiring to stimulate commercial advancement and public interest in aviation, offered a valuable trophy to be competed for in closed course racing. It was posted at the first air meet held November 25, 1920, at Mitchell Field, Long Island, under the direction of the Aero Club of America, which at that time held exclusive rights to conduct aircraft contests under the rules and regulations of the Federation Aeronautique Internationale.

The race was held in four laps over a course 29 miles long, a total of 116 miles. Capt. C. C. Moseley of the Army Air Service captured the trophy, flying a specially built Berville-Packard 600 horse-power racer at an average speed of 156.54 miles per hour. Capt. H. E. Hartney of the Army Air Service won second place in a Thomas-Morse plane powered with a 300 horse-power Wright motor. This type of plane was later converted into the standard single-seated fighter of the Army. Third place was taken by Bert Acosta, who piloted an Ansaldo-S. P. A.

## Speed Records Tumble

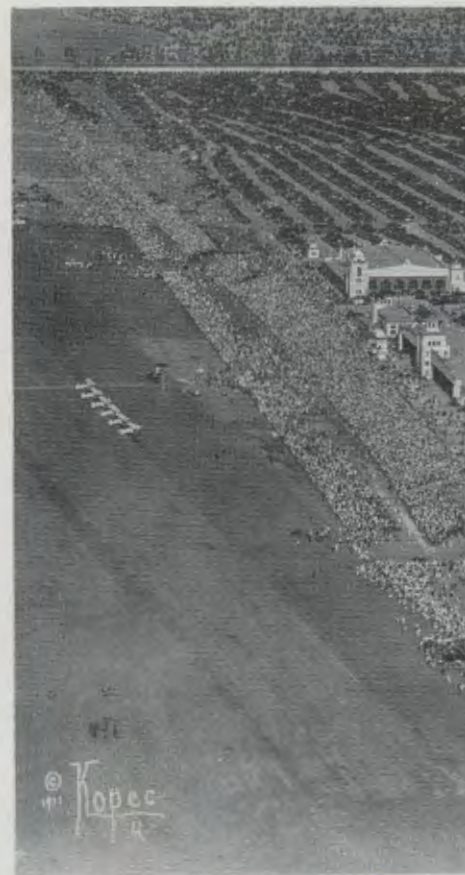
Speed records tumbled in the second Pulitzer race, which was held at Omaha, Nebraska, on November 3, 1921. Bert Acosta bettered the previous year's record by twenty miles per hour when he won the trophy by flying a Curtiss navy bi-plane at an average speed of 176.76 miles per hour. Clarence Coombs was second in his Curtiss tri-plane, the "Cactus Kitten," with a speed of 169.56 miles per hour. Lieutenant J. A. MacReady of the Army Air Service was third with a speed of 160.36 miles per hour.

Detroit was the scene of the races in 1922, when for the first time they were conducted on a large scale as a connected whole. Besides the Pulitzer race, six preliminary events were scheduled, including the first race for commercial planes and the first cross-country derby and a free-for-all for civilian planes flying to Selfridge field from distant points. The other events were the Curtiss Marine Trophy Race, the Detroit News Aerial Mail Race, the Liberty Engine Builders' Trophy Race, and a race for the John L. Mitchell Trophy. The third Pulitzer race was, of course, the center of attraction, and it furnished the usual speed and thrills. The trophy was won by Lieut. R. J. Maughan of the Army Air Service, who piloted a Curtiss army plane at an average speed of 205.8 miles per hour. Second place went to Lieut. L. J. Maitland, who completed the course in a similar plane at 198.8 miles per hour. Lieut. H. J. Brow of the Navy won third place with an average speed of 193.8 miles per hour.

During the Detroit meet the National Aeronautic Association in its present status was formed.

The meet for 1923 was awarded by the N. A. A. to St. Louis, which occupied three days and included a number of special events in addition to the famous Pulitzer race. The "On-to-St. Louis" derby was open only to civilians and was won by C. S. "Casey" Jones who flew 900 miles from Garden City, Long Island, in 13 hours and 20 minutes. Many events were scheduled for commercial planes only, and for the first time since the advent of the races, civilians mixed with military pilots in the competition.

The Pulitzer Trophy Race in 1923 was as usual attended by sensational thrills. The Navy, still smarting from its complete defeat at the hands of the Army in the Detroit meet, had prepared fully for the 1923 races by building four new racers. The Army used the same planes as in the previous year. Lieut. A. J. (Al) Williams of the Navy piloted his Curtiss



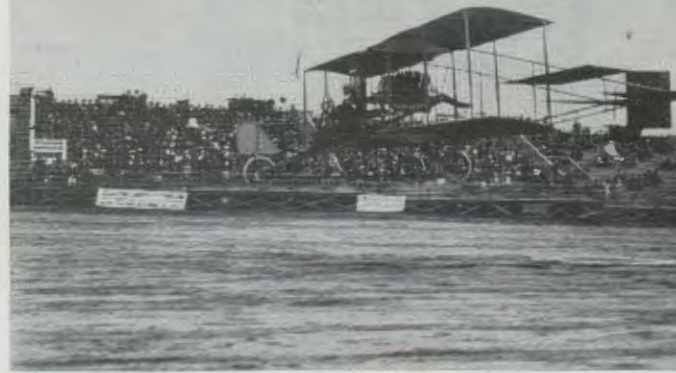
R2-C1 racer four times around the course at an average speed of 243.68 miles per hour, winning the trophy. Lieutenant Brow of the Navy was second with 241.77 miles per hour, and Lieut. L. H. Sander-son, U. S. M. C., third with an average speed of 230.06 miles per hour.

## Wright Attends Races

On the historic field in Dayton, Ohio, where the Wright brothers made their early successful flights, the 1924 National Air Races were held, October 2, 3 and 4. Thousands of spectators witnessed a series of contests leading up to the climactic Pulitzer race, which well depicted the remarkable progress of aviation within only a few years' time. One of the most interested spectators was Orville Wright. A spectacular aerial carnival was staged by Army pilots, assisted by the noted Langley Field bombers, the same planes that destroyed the Ostfriedland off Cape Hatteras. "Casey" Jones again won the feature derby, fly-



# S OF NATIONAL ★ AIR RACING



Lincoln Beachey "taking off" during the first American Air Races held at Dominguez Field, Los Angeles, California, in 1910



Pulitzer prize. Lieut. Cyrus Bettis of the Army won the race with an average speed of 248.98 miles per hour, bettering by more than five miles an hour the record of Lieutenant Williams in 1923. Lieutenant Williams failed to attain his former record, coming second to Lieutenant Bettis with a speed of 241.7 miles per hour. Both pilots flew Curtiss R3-C1 racers.

A specially built plane with an OX-5 motor, flown by Kenneth W. Montee of Santa Monica, California, won the "On-to-New York" cross-country derby. The Merchants Association Trophy was won by "Casey" Jones in his Curtiss Oriole at a speed of 134.2 miles per hour. Basil L. Rowe won the free-for-all Glen Curtiss trophy by averaging 102.9 miles per hour with his Thomas-Morse scout over a 12-mile triangular course. The Liberty Engine-Builders' Race was won by Captain Lemaître of France, who flew his Breguet observation plane at 129.1 miles per hour.

## Races Are Established

By 1926 the annual air classic was definitely established. In this year the National Air Races were held at Model Flying Field in Philadelphia, in conjunction with the exposition then in progress at that city.

Aviation's remarkable advances were vividly illustrated in several innovations at the Philadelphia races. For the first time in air race history the substitution of a new engine was made in a plane so that it could compete in another event. For the first time also crowds in the grandstand heard music broadcast from a Sikorsky plane flying over the field. The use of air-cooled motors in modern pursuit ships was noted as marking the return of this type of engine to wide use. Although the Pulitzer trophy was no longer competed for, the free-for-all pursuit race was a worthy successor. Lieut. G. T. Cuddihy of the Navy won this race with a Packard-Boeing pursuit plane, averaging 180.015 miles per hour. One of the most informative events in the 1926 races was for transport planes carrying a minimum payload of 1,000 pounds. This race was won by C. C. Champion, both for speed and for efficiency. He flew his Wright-Bellanca-Whirlwind at an average speed of 121.531 miles per hour. James G. Ray, flying a Sesqui-Wing, outsped "Casey" Jones' Oriole to win the Aviation Town and Country Club race at an average speed of 136.37 miles per hour.

For the first six years of their existence the National Air Races had been confined to the East. In 1927, however,

the scene was moved to Spokane, Washington, where large and enthusiastic crowds attended the twelve scheduled races. Trans-continental and sectional air derbies were inaugurated at these races, and they attained such popularity that they have been repeated annually. The feature derby from Roosevelt Field, New York, to Spokane was captured by C. W. Holman, who spanned the continent in his Laird Plane in 19 hours 42 minutes 47 seconds.

The feature event of the 1927 closed course events was the Seattle Chamber of Commerce Trophy Free-for-All Race, won by James Ray in his Pitcairn, which averaged 136.15 miles per hour. Ray also carried off the Detroit Aviation Town and Country Club Trophy with the same plane at an average speed of 138.39 miles per hour. The trophy for winning the military pursuit ship race went to Lieut. E. C. Batten, whose speed averaged 201.24 miles per hour.

## The Turning Point

Dating from the 1928 National Air Races, each subsequent meet has been larger and more successful from every point of view. The 1928 races, held at Mines Field, Los Angeles, California, from September 8 to September 16, drew capacity crowds, attracting a total attendance of over 300,000 people. It marked the turning point in the history of the National Air Races. Prior to this, the project was a 2 to 3-day air meet on a small scale basis with only military participation. It introduced commercial aviation. The Army and Navy were present with their best ships and most competent pilots. The Navy's "Three Sea Hawks" and the Army's "Three Musketeers" flew in marvelous "eschelon" and "V" formations, holding the crowds spellbound. Colonel Lindbergh presented an unusual exhibition flight, as did Amelia Earhart in her "Moth," "Dill-Pickle" and "Baby Bullett" planes.

Never had enthusiasm run so high in the nine years of air racing as at the 1929 races in Cleveland. This "Air Classic of the Century" was attended by more than a half million people during the ten days from August 24 to September 2. For the first time in the history of the races military planes and pilots were forced to yield the spotlight to commercial planes and civilian pilots. Doug Davis of Atlanta, Georgia, easily vanquished both the Army and the Navy in the sensational free-for-all race. He flew his special low-wing Travel-Air at an average speed of 194.90 miles per hour. (Continued on Page 30)

ing his famous Curtiss Oriole. This airman also won the Central Labor Union Trophy Race in the same plane, with an average speed of 125 miles per hour.

Interest in the Pulitzer Trophy, however, began to wane in 1924, when the Navy did not enter a single ship. Lieut. H. H. Mills, in a Verville Sperry, won the trophy with an average speed of 215.72 miles per hour.

Mitchell Field, New York, was the scene of the 1925 National Air Races, in which all of the previous year's records for the same trophies except two were shattered. Several new types of military planes were developed for the meet; and new commercial planes, including the Bellanca with the Whirlwind engine, were first demonstrated. Foreign competition appeared for the first time when France sent over two Breguet observation planes for active competition. Both the Army and the Navy sent lone representatives to compete for the



(Continued from Page 29)

Gliding was introduced by the 1929 National Air Races into American racing classics. Airplane-towed gliders left Detroit for Cleveland and were released several thousand feet above the Cleveland airport, landing before the grandstands.

### Graf Zeppelin at Races

The Graf Zeppelin passed over the field on the last lap of her round-the-world journey and was wildly acclaimed by a crowd of 100,000 at the field, who waited twelve hours for its arrival. The Los Angeles, which flew from Lakehurst with President L. W. Greve of the Cleveland race corporation as a passenger, was moored at the airport overnight, after taking aboard a Navy plane in flight. This latter demonstration was the first transfer in history of a passenger from a lighter-than-air to a heavier-than-air craft in flight. The new Navy all-metal airship, ZMC-2, also landed at the airport to pay its respects to the air race crowds, and four Goodyear non-rigid balloons were almost daily visitors at the field.

Women flyers were entered on a par with men flyers in the 1929 National Air Races for the first time. The Woman's Derby from Santa Monica to Cleveland resulted in high honors to the "lady birds" who handled their planes like veterans. Mrs. Louise Thaden, flying a Travel-Air with a Wright J-5C motor, was the winner in the heavy-plane class. She flew the distance in an elapsed time of 20 hours 2 minutes 2 seconds. Mrs. Phoebe Omlie in her Monocoupe was victorious in the light-plane derby. But not alone in derbies did the women pilots demonstrate their abilities. They also underwent the rigid tests of racing. Three races, one for planes ranging from 510 to 800 cubic-inch piston displacement, and two Australian pursuit contests, were open only to women. The most coveted perpetual trophy for women was the Aerol Trophy which was posted for the first time this year by L. W. Greve of Cleveland. This trophy was won by Mrs. Phoebe Omlie in the Woman's Trans-continental Derby.

For five and six hours at a time the foremost pilots of the land, flying the best planes the American industry could produce, performed for the spectators. Col. Charles A. Lindbergh, Lieut. Jimmy Doolittle, Lieut. Al. Williams, Freddy Lund, Doug Davis, the First Pursuit Group, the First Fighting Plane Squadron of the Navy, the Los Angeles, and noted parachute jumpers formed a part of the notable personnel. The 1929 races were conspicuously successful for their excellent management and paid attendance.

It was in 1929 that the Charles E. Thompson Trophy Classic was established. Its purpose was to serve as a stimulus to lagging development of high speed aircraft in the United States. It now enjoys the prestige of being the traditional closed-course air classic of the world.

In 1930 the National Air Races were held at Chicago, August 23 to September 1. It attracted close to a half-million people. Aerial maneuvers by the Army and Navy were most unusual. The late Charles "Speed" Holman captured first honors in the Chas. E. Thompson Speed Classic averaging 201.90 miles per hour in a Laird Solution. The Aerol Trophy

Race this year was won by Gladys O'Donnell in the Transcontinental Derby.

In 1931 the National Air Races again returned to Cleveland. A permanent air race stadium was then constructed. In the high speed land plane classic of that year the late Lowell Bayles did the 100-mile Thompson Trophy Race in a Gee Bee (specially constructed by the Granville Bros.) at an average speed of 236.24 miles per hour. The Vincent Bendix Transcontinental Classic was established this year. It was won by Major "Jimmy" Doolittle who continued to New York to establish a new transcontinental record. The Sweepstakes of the Cord Cup Race, Transcontinental Handicap Derby was won by Mrs. Phoebe Omlie. Maude Irving Tait was winner of the Aerol Trophy Race, woman's classic of the year.

The Air Races were again repeated in Cleveland in 1932. The popular Jimmy Doolittle roared across the finish line to capture the Thompson Trophy Race, averaging 252.686 miles per hour. He flew a Wasp-Powered Gee Bee Super Sportster. In the Shell Speed Dash he set a new world land plane speed record of 294.38 miles per hour over a 3-kilometer course. Jimmy Haizlip, winner of the Bendix Transcontinental Race of this year, established a new transcontinental speed record of 10 hours and 19 minutes from Burbank, California, to New York, flying a Wasp Jr. powered Wedell-Williams racer. Mrs. May Haizlip won the Shell Speed Dash for women establishing a new feminine world speed record of 255.513 miles per hour over a 3 kilometer course, flying a Wasp Jr. powered Wedell-Williams racer.

In 1933 the National Air Races again returned to Los Angeles through the courtesy and subsanction of the National Air Races of Cleveland, Inc. A new East to West transcontinental speed record was established by Roscoe Turner who flew from New York to Los Angeles in the Bendix Transcontinental Speed Classic. His time was 11 hours and 30 minutes at an average speed of 214.78 miles per hour. He flew a Wedell-Williams plane powered with a Wasp Sr. motor. Roy Minor of Los Angeles, who entered racing competition this year for the first time, proved a sensation and took many firsts and seconds. In the Thompson Trophy Race James R. Wedell of Patterson, Louisiana, flying a Wedell-Williams plane powered with a Wasp Jr. motor, was declared the winner. His speed was 237.952 miles per hour. Roscoe Turner finished first at a speed of 241.031, but was disqualified for cutting Pylon No. 3. The 1933 meet was a most successful one, both financially and from the standpoint of attendance. It inaugurated the concentration of the previous ten-day meets into four days of intense activity. May Haizlip was the winner this year of the Aerol Trophy Race and the Shell 3-Kilometer Speed Dash for woman pilots.

### Ten Days Into Four

Upon the success of the 1933 four-day meet in Los Angeles, it was deemed advisable to again concentrate ten days of intense activity into four at the 1934 Races in Cleveland. The four-day meet was outstanding for its diversified and fast-moving program.

There were eight entries in the Thompson Trophy Race. Most interesting, as a scientific innovation, was Roy T. Minor's "Brown Special." Doug Davis was in the lead, pressed hard by Roscoe Turner, until the eighth lap when Davis crashed fatally near No. 2 Pylon, casting a shadow over the final hour of the brilliant four-day program. Turner finished first with an average speed of 248.12 miles per hour, four miles short of the record established by Jimmy Doolittle in 1932.

The Bendix Transcontinental Speed Dash from Los Angeles to Cleveland was won by Doug Davis in a Wedell-Williams Racer, whose elapsed time was 9 hours, 26 minutes, 41 seconds for an average speed of 216.237 miles per hour. He also won the Clifford W. Henderson Trophy.

Lee Miles in a Miles & Atwood Special, powered with a Menasco motor, won the Louis W. Greve Trophy for accumulating the greatest number of points during the three races in the 550 cubic-inch displacement group.

Colorful flying by the First Pursuit Group, U. S. Army Air Corps from Selfridge Field, led by Capt. Tourtellot, as well as the V. F. Squadron Six B, U. S. Naval Air Service, from U. S. S. Carrier Saratoga, led by Lt. Cmdr. R. A. Ofstie, and the Fleet Marine Corps, U. S. Marines from Quantico, Va., led by Col. Ross E. Rowell, thrilled the crowds. An unusual demonstration of precision flying was put on by Capt. C. L. Chenault, Lt. J. H. Williamson, and Lt. Heyward S. Hansell of the U. S. Army Air Corps Tactical School, Maxwell Field, Alabama, who called their act "The Men on the Flying Trapeze."

### Cleveland in 1935

The 1935 meet held in Cleveland was a thrilling and interesting spectacle of speed, action and daring stunts and acrobatics. The Bendix trophy race last year was won by Ben Howard in a plane of his own design, the "Howard-Mr. Mulligan." His elapsed time from Burbank, California, to Cleveland was 8 hours, 33 minutes and 16 seconds for an average speed of 238.704 miles per hour. Roscoe Turner finished second and Russell Thaw came in third.

The Greve Trophy Race in 1935 was won by Pilot Harold Neuman flying a Howard Racer powered with a Menasco engine. His speed average over the 50-mile course was 212.716 miles per hour. Second honors went to R. A. Kling and third place to Art Chester.

The 150-mile Thompson Trophy Race was won by Harold Neuman with an average speed of 220.194 miles per hour. He also won the Greve Trophy Race. S. J. Wittman came in second flying his Wittman Special powered by Curtis. Third place went to Roger Don Rae in a Modified Kieth Rider.

Each year National Air Races reaches new heights in thrills and sensations and has now definitely become established as the premier sport classic in the United States with attendance running well over the quarter million mark for the four-day meet.

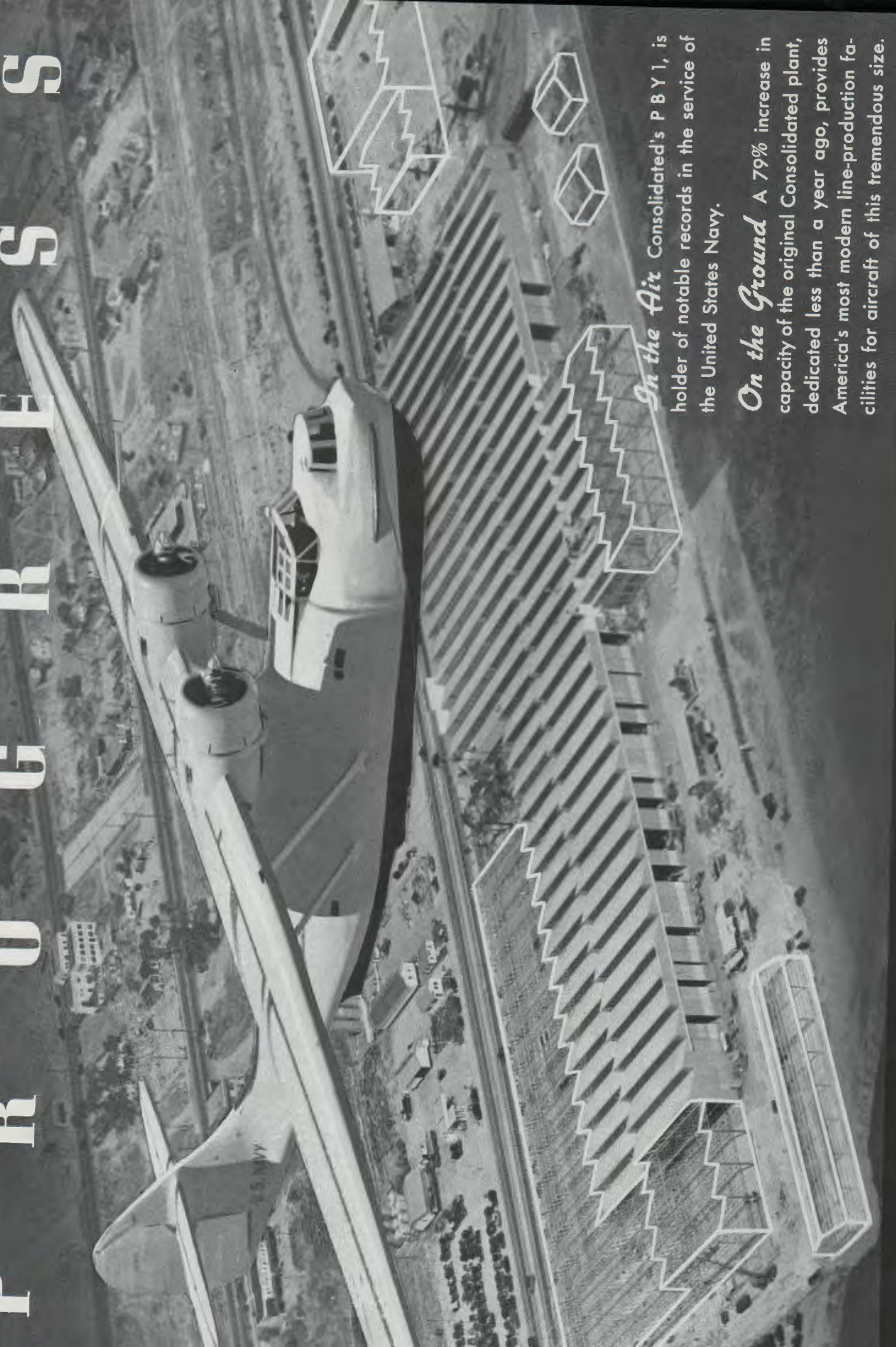
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# Daily Program of Events

Events of necessity may not be run off in the order listed. Listen for Announcements.

## FRIDAY, SEPTEMBER 4

### INAUGURAL DAY

Junior Chamber of Commerce Floats and Parade Review—All Southern California Day—Early Birds Day  
American Youth Day—Southern California Service Groups' Day—Motion Picture Day—Junior  
Birdmen of America Day—Air Defense League Day—Quiet Birdmen Day

The Bendix Transcontinental Speed Dash Contestants will arrive during the afternoon.

Ruth Chatterton Sportsman Pilots Derby Contestants will arrive for the Opening Ceremonies.

- |             |   |            |   |
|-------------|---|------------|---|
| 8:00 A. M.  | Qualifying Speed Dashes.  | 2:55 P. M. | Event No. 12—Qualifying Event. For ships with 375 to 550 cu. in. motors for Air Defense League Trophy.  |
| 10:00 A. M. | Junior Chamber of Commerce Parade in Downtown Los Angeles.  | 3:15 P. M. | Tri-Motor Ford in Acrobatics, flown by Harold Johnson.  |
| 11:00 A. M. | Mass Flight over Downtown Los Angeles by United States Army Air Corps, United States Naval Air Force and United States Marine Corps.  | 3:25 P. M. | 17th Attack Group, U. S. Army Air Corps, from March Field, under command of Lt.-Col. Carlyle Wash, in Tactical Maneuvers.   |
| 12:00 Noon  | The Texaco Fire Chief Band, Sponsored by The Texas Company.   | 3:50 P. M. | Captain Alexandro Papana from Roumania, International Acrobatic Ace, sponsored by Gilmore Oil Company.  |
| 12:00 Noon  | Parachute Jumping Contest.  | 4:00 P. M. | Don Stevens and Frank Wolcott, Hollywood Stunt Men, changing from a Motorcycle to a Glider.   |
| 12:30 P. M. | Official arrival 17th Attack Group, U. S. Army Air Corps from March Field, under command of Lt.-Col. Carlyle Wash.                    | 4:10 P. M. | United States Naval Air Force from Naval Air Station, San Diego, under command of Lt.-Comdr. C. D. Glover, in Combat Maneuvers.   |
| 12:40 P. M. | Official arrival United States Naval Air Force from Naval Air Station, San Diego, under command of Lt.-Comdr. C. D. Glover.           | 4:35 P. M. | Gerd Achgelis, International Acrobatic Ace, sponsored by Gilmore Oil Company.   |
| 12:50 P. M. | Official arrival Fleet Marine Corps, U. S. Marines from Naval Air Station, San Diego, under command of Capt. T. J. Cushman.           | 4:45 P. M. | U. S. Army Air Corps Sextette from Barksdale Field, Louisiana, under command of Captain C. O. Pearcy.   |
| 1:00 P. M.  | Arrival of Inaugural Parade at Los Angeles Municipal Airport.   | 5:00 P. M. | Transport Aviation on Parade.<br>First National Air Race demonstration of the safety of air transport flying. See and hear how field managers and pilots handle the operation of large transport planes. Sponsored jointly by leading transport companies and the Standard Oil Company of California. |
| 1:20 P. M.  | Pageant of Aeronautical Progress.   | 5:10 P. M. | 10,000-foot Delayed Parachute Jump by Faye Lucille Cox, World's Champion Woman Delayed Parachute Jumper.  |
| 1:35 P. M.  | Beechcraft Trickster.   | 5:20 P. M. | Michel Detroyat, International Acrobatic Ace, sponsored by Gilmore Oil Company.   |
| 1:40 P. M.  | Official arrival of Ruth Chatterton Sportsman Pilots Derby.   | 5:35 P. M. | Hollywood Stunt Flyers—Acrobatic Trio with Smoke—Paul Mantz, Frank Clark, Easton Noble.   |
| 1:55 P. M.  | Miss Ruth Chatterton arrives to officially open the 1936 NATIONAL AIR RACES.  | 5:50 P. M. | EVERYMAN Mass Parachute Jumping Contest dedicated to the civic production, "Everyman."  |
| 2:00 P. M.  | Official Inaugural Ceremonial of the 1936 NATIONAL AIR RACES.   |            |   |
| 2:05 P. M.  | Mammoth Daylight Fireworks Display.   |            |   |
| 2:10 P. M.  | Milo Burcham, World Champion Inverted Flight Pilot, sponsored by the Chevrolet Motor Company.   |            |   |
| 2:20 P. M.  | Fleet Marine Corps, U. S. Marines, from Naval Air Station, San Diego, under command of Capt. T. J. Cushman, in Wartime Maneuvers.     |            |   |
| 2:45 P. M.  | Novelty flying by Captain Dick Granere, Canadian World War Ace. Skywriting by Joe Jacobson. Sponsored by the Chevrolet Motor Company. |            |   |

Finale—Music by Texaco Fire Chief Band.

**Inaugural Ball—Fiesta Room, Hotel Ambassador. Sponsored by the Aviators' Post, American Legion.**



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**NORTHROP**



# Daily Program of Events

Events of necessity may not be run off in the order listed. Listen for Announcements.

## SUNDAY, SEPTEMBER 6

### American Legion Day—Patriotic Organization Day—Army Day

- |             |  |            |  |
|-------------|--|------------|--|
| 8:00 A. M.  | Qualifying Speed Dash.   | 3:45 P. M. | Hollywood Stunt Flyers—Acrobatic Trio with Smoke—Paul Mantz, Frank Clarke, Easton Noble.   |
| 12:00 Noon  | The Texaco Fire Chief Band, sponsored by The Texas Company.  | 4:00 P. M. | Event No. 7. LOUIS W. GREVE TROPHY RACE. Free-for-all for ships with 550 cu. in. motors. Distance 100 miles—20 laps over 5-mile course. Total purse, \$10,000.00.  |
| 12:30 P. M. | Parachute Jumping Contest.   |            | Winner .....   |
| 1:00 P. M.  | Pageant of Aeronautical Progress.  |            | 2nd Place .....  |
| 1:25 P. M.  | Beechcraft Trickster.  |            | 3rd Place .....  |
| 1:30 P. M.  | Official Opening Ceremonial and Will Rogers Memorial Services.   | 4:45 P. M. | Novelty Flying by Capt. Dick Granere, Canadian World War Ace. Skywriting by Joe Jacobson. Sponsored by the Chevrolet Motor Company.  |
| 1:35 P. M.  | Mammoth Daylight Fireworks Display.  | 4:55 P. M. | 17th Attack Group U. S. Army Air Corps from March Field under command of Lt.-Col. Carlyle Wash, in Tactical Maneuvers.   |
| 1:40 P. M.  | Captain Alexandro Papan from Roumania, International Acrobatic Ace, sponsored by Gilmore Oil Company.  | 5:20 P. M. | Transport Aviation on Parade.<br>First National Air Race demonstration of the safety of air transport flying.<br>See and hear how field managers and pilots handle the operation of large transport planes. Sponsored jointly by leading transport companies and the Standard Oil Company of California. |
| 1:50 P. M.  | United States Naval Air Force from Naval Air Station, San Diego, under command of Lt.-Comdr. C. D. Glover, in Combat Maneuvers.                  | 5:30 P. M. | U. S. Army Air Corps Sextette from Barksdale Field, Louisiana, under command of Captain C. O. Percy.   |
| 2:15 P. M.  | The Gulf Hawk, flown by Major Al Williams in Aerobatics, sponsored by Gulf Oil Corporation.  | 5:45 P. M. | Gerd Achgelis, International Acrobatic Ace, sponsored by Gilmore Oil Company.  |
| 2:25 P. M.  | Event No. 6. SHELL AWARD. Free-for-all for ships with 375 cu. in. motors, distance 50 miles—10 laps over 5-mile course. Total purse, \$3,000.00. | 5:55 P. M. | Don Stevens and Frank Wolcott, Hollywood Stunt Men, changing from a Motorcycle to a Glider.  |
|             | Winner .....   | 6:05 P. M. | Milo Burcham, World Champion Inverted Flight Pilot, sponsored by Chevrolet Motor Company.  |
|             | 2nd Place .....  | 6:15 P. M. | EVERYMAN Mass Parachute Jumping Contest dedicated to the civic production, "Everyman."   |
|             | 3rd Place .....  |            | Finale—Music by the Texaco Fire Chief Band.  |
| 2:50 P. M.  | Michel Detroyat, International Acrobatic Ace, sponsored by Gilmore Oil Company.  |            |  |
| 3:00 P. M.  | Fleet Marine Corps, U. S. Marines from Naval Air Station, San Diego, under command of Capt. T. J. Cushman, in Wartime Maneuvers.                 |            |  |
| 3:25 P. M.  | Tri-Motor Ford in Acrobatics, flown by Harold Johnson.   |            |  |
| 3:35 P. M.  | 10,000-Foot Delayed Parachute Jump by Fay Lucille Cox, World's Champion Woman Delayed Parachute Jumper.  |            |  |

*Early Birds Banquet—Writer's Club, Hollywood.  
Ninety-Niners' Dinner—Beverly-Wilshire Hotel.*



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# Daily Program of Events

Events of necessity may not be run off in the order listed. Listen for Announcements.

## MONDAY, SEPTEMBER 7

### LABOR DAY

- |             |   |            |  |
|-------------|---|------------|--|
| 8:00 A. M.  | Qualifying Speed Dashes.  | 3:50 P. M. | Tri-Motor Ford in Acrobatics, flown by Harold Johnson.   |
| 12:00 Noon  | The Texaco Fire Chief Band, sponsored by The Texas Company.   | 4:00 P. M. | Event No. 10. CHARLES E. THOMPSON TROPHY RACE, International Land Plane Speed Classic. Distance 150 miles—15 laps over 10-mile course. Total purse, \$20,000.00  |
| 12:30 P. M. | Parachute Jumping Contest.  |            | Winner .....   |
| 1:00 P. M.  | Pageant of Aeronautical Progress.   |            | 2nd Place .....  |
| 1:25 P. M.  | Beechcraft Trickster.   |            | 3rd Place .....  |
| 1:30 P. M.  | Opening Ceremonial.   | 4:45 P. M. | Gerd Achgelis, International Acrobatic Ace, sponsored by Gilmore Oil Company.  |
| 1:35 P. M.  | Mammoth Daylight Fireworks Display.   | 4:55 P. M. | 17th Attack Group, U. S. Army Air Corps from March Field, under command of Lt.-Col. Carlyle Wash, in Tactical Maneuvers.   |
| 1:40 P. M.  | Michel Detroyat, International Acrobatic Ace, sponsored by Gilmore Oil Company.   | 5:20 P. M. | 10,000-Foot Delayed Parachute Jump by Fay Lucille Cox, World's Champion Woman Delayed Parachute Jumper.  |
| 1:50 P. M.  | Fleet Marine Corps, U. S. Marines, from Naval Air Station, San Diego, under command of Capt. T. J. Cushman, in Wartime Maneuvers.                   | 5:30 P. M. | Transport Aviation on Parade. First National Air Race demonstration of the safety of air transport flying. See and hear how field managers and pilots handle the operation of large transport planes. Sponsored jointly by leading transport companies and the Standard Oil Company of California. |
| 2:15 P. M.  | Milo Burcham, World Champion Inverted Flight Pilot, sponsored by Chevrolet Motor Company.   | 5:40 P. M. | The Gulf Hawk, flown by Major Al Williams in Aerobatics, sponsored by Gulf Oil Corporation.  |
| 2:25 P. M.  | Event No. 9. SHELL CUP RACE. Free-for-all for ships with 550 cu. in. motors. Distance 50 miles—10 laps over 5-mile course. Total purse, \$3,000.00. | 5:50 P. M. | Hollywood Stunt Flyers—Acrobatic Trio with Smoke—Paul Mantz, Frank Clarke, Easton Noble.   |
|             | Winner .....  | 6:05 P. M. | Novelty Flying by Capt. Dick Granere, Canadian World War Ace. Skywriting by Joe Jacobson. Sponsored by Gilmore Oil Company.  |
|             | 2nd Place .....   | 6:15 P. M. | EVERYMAN Mass Parachute Jumping Contest dedicated to the civic production, "Everyman."   |
|             | 3rd Place .....   |            | Finale—Music by the Texaco Fire Chief Band.  |
| 2:50 P. M.  | Don Stevens and Frank Wolcott, Hollywood Stunt Men, changing from a Motorcycle to a Glider.   |            |  |
| 3:00 P. M.  | United States Naval Air Force from Naval Air Station, San Diego, under command of Lt.-Comdr. C. D. Glover, in Combat Maneuvers.                     |            |  |
| 3:25 P. M.  | Captain Alexandro Papana from Roumania, International Acrobatic Ace, sponsored by Gilmore Oil Company.  |            |  |
| 3:35 P. M.  | U. S. Army Air Corps Sextette from Barksdale Field, Louisiana, under command of Captain C. O. Percy.  |            |  |

**Q. B. Party—Hollywood Athletic Club.**



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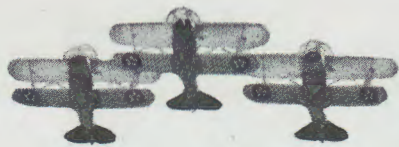
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# Uncle Sam's Fighters of the Sky in Review

**T**HE traditionally outstanding feature of the 1936 National Air Races is the daily exhibition of precise and intricate combat maneuvers by Military and Naval Fighting Squadrons.

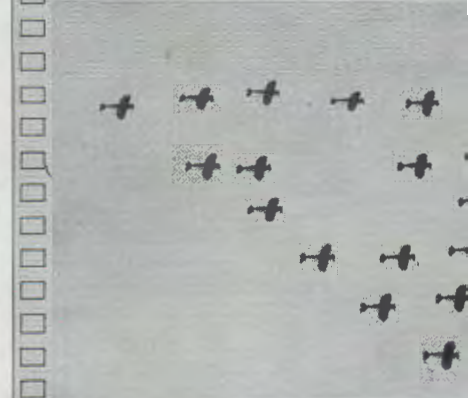
¶ Always thrilling to spectators, Uncle Sam's fighters of the air give a spectacular and breath-taking presentation of the newest developments in precision flight . . . surpassingly beautiful formations that will stir your patriotic blood and unfold the skill and advancement of your national defense units.

¶ The United States Army Corps participation consists of eighteen Northrup attack planes from March Field and five pursuit planes from Barksdale Field, Shreveport, Louisiana. The Navy is participating with eighteen Wasp-powered Grauman fighters and twelve Wasp-powered Vought Corsairs from San Diego.

¶ Both divisions of the service traditionally send their ace squadrons to the National Air Races.

¶ Nothing is more inspiring than to see these fearless conquerors of the air demonstrating their modern tactics. In their newest fighting craft, Uncle Sam's brilliant pilots glorify the 16th National Air Races with their presence.

¶ Pictured here are aerial views of Navy's VF Squadron Three B, Marine Corps Observation Squadron Eight M, and Army Squadrons in difficult and colorful maneuvers.







GERD ACHGELIS  
OF GERMANY

MICHEL DETROYAT  
OF FRANCE

Capt. ALEX. PAPANA  
OF ROUMANIA

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Gilmore is indeed highly complimented that Gerd Achgelis, Michel Detroyat and Captain Alex. Papana have chosen Gilmore products for use during the National Air Races. We know you will enjoy the thrilling flights made by these three intrepid European aces today . . . men whose talents have contributed materially to the progress of aviation.

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### MICHEL DETROYAT

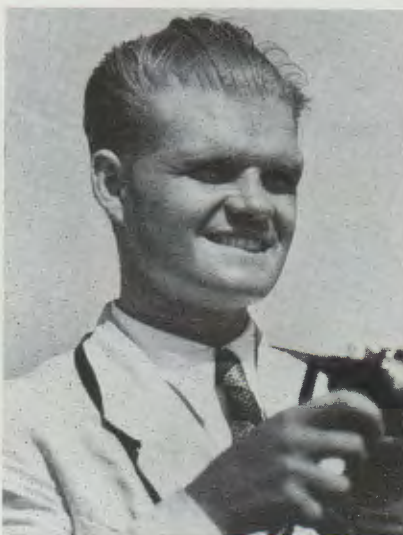
French acrobatic champion and one of Europe's most brilliant pilots. He was at first in the French cavalry but at his own request transferred to military aviation. Detroyat learned piloting at Istres Airport School, where he showed such an aptitude that he was kept there as an instructor. At the beginning of 1927 he was sergeant-pilot at the Le-Bourget Airport in Paris.

It was at LeBourget Airport that he became known to the public. It was he, indeed, who rescued Lindbergh from the delirious crowd that hailed the American airman on his arrival in Paris on that memorable night. From that time on the name of Detroyat was known to everyone. His first noteworthy flight was from Paris to Algiers and return in April, 1928. This was the beginning of his remarkable career as test pilot, long distance flier and foremost acrobatic flier.

In December, 1932, Detroyat established a new world record by flying "on the back" for 26 minutes and  $\frac{2}{5}$  seconds. He also participated in numerous international meetings, carrying French colors to victory everywhere. At Mannheim, Antwerp, Copenhagen, Brussels, Frankfurt, Spa, Tunis, Casablanca, Genoa and at Gand, everywhere his black and red plane won prizes.

Created a knight of the Legion of Honor at the age of 26, Detroyat is one of the most celebrated figures in French and international aviation. He participated in the Pan-American Races held in New Orleans in 1934 and at the National Air Races at Cleveland in 1935. In both meetings he represented France brilliantly and won the favor of the American public with his colorful personality and daring flying.

At the age of 30, Michel Detroyat is an officer in the Legion of Honor . . . recently married . . . beau brummel . . . wears silk zipper flying suit and has orderly to help him into it . . . carries cane as his "mascot" . . . likes American girls and describes them as "keen" . . . known to friends as "Mike" . . . one of France's best amateur fishermen . . . sounds like Maurice Chevalier on radio . . . is colorful after dinner speaker.



### GERD ACHGELIS

Germany's greatest stunt and acrobatic flier. Thrilled crowds at the Cleveland National Air Races in 1935, with his thrilling and breath-taking exhibitions. Perhaps Achgelis' most sensational stunt is his flying upside-down performance just 20 feet above the ground in front of the Air Race spectators.

Achgelis has been flying nine years . . . is twenty-eight years old . . . but looks like a schoolboy. Not so long ago he battled for five hours above Berlin to wrest the acrobatic title from Germany's best performers.

Has flown in China selling and teaching Chinese technic of German-built airplanes . . . likes beer . . . ice cream . . . and real American steaks . . . plays the piano divinely . . . blushes . . . goes for brilliant ties and collegiate clothes . . . hobbies: taking pictures and motoring . . . prefers American made automobiles . . . took one home last year after the Cleveland Meeting.

These champion foreign acrobatic aces appearing in the 1936 National Air Races are sponsored by the GILMORE OIL COMPANY.

### Captain ALEX PAPANA

Of the Roumanian Royal Air Forces. Is a newcomer to the United States and to the National Air Races.



Recognized as one of Europe's most daring, unique and spectacular acrobatic fliers. Papana has long been thrilling the people of Bucharest and other Central European cities. He holds the Roumanian altitude record and recently broke all records for cross-country flying from Bucharest to Tel Aviv, Turkey. Having achieved fame as altitude record-holder and long distance champion, Papana enjoys thrilling his audiences with acrobatics and will bring to the 1936 National Air Races some original, hair-raising stunts.





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His extraordinary flying ability, coupled with his highly trained engineering mind, makes his performances in the air geometrically beautiful, as all his turns, rolls and intricate maneuvers are executed with mathematical precision, perfect control and flawless judgment.

Major Williams is a tall, serious-minded, modest chap who would rather fly than eat. His hobby is teaching the younger generation the wonders of aviation. No matter how busy he may be he can always find time to carefully and enthusiastically answer the most simple question of his youngest admirers, on any aeronautical subject that is puzzling them.

### ★ HAROLD JOHNSON

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### ★ DICK GRANERE

Canadian world war ace . . . sponsored by Chevrolet Motor Company . . . does hilariously funny novelty acts . . . crazy flying, comedy stunting . . . great favorite with the throngs of spectators at the 1935 National Air Races in Cleveland.

### ★ MILO BURCHAM

recently returned from an extended tour of the leading countries of Europe, where he triumphantly won new laurels as one of the outstanding acrobatic fliers in the world. Holds the international championship for inverted flying . . . trained for his record upside-down flight of four hours by hanging, head down, in a chair attached to a porch ceiling . . . read magazines to pass the time . . . once made forced landing in a field of cattle . . . unscratched in landing but lost pants in getting away from irate cows through barbed wire fence. Burcham is a short wave radio fan and keeps contact with friends all over the world via the ether waves . . . one of the recognized short wave radio experts on the Pacific Coast . . . has the only privately owned Boeing Army plane, which he uses for stunting. Was acclaimed by the spectators at the 1935 National Air Races in Cleveland as one of America's most entertaining and spectacular acrobatic flyers.



**PAUL MANTZ**

Widely known movie stunt pilot, was technical director of the film, "Ceiling Zero," and is technical advisor to Amelia Earhart.





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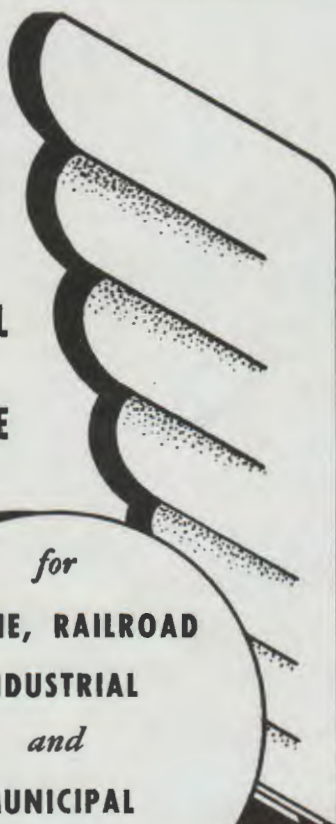


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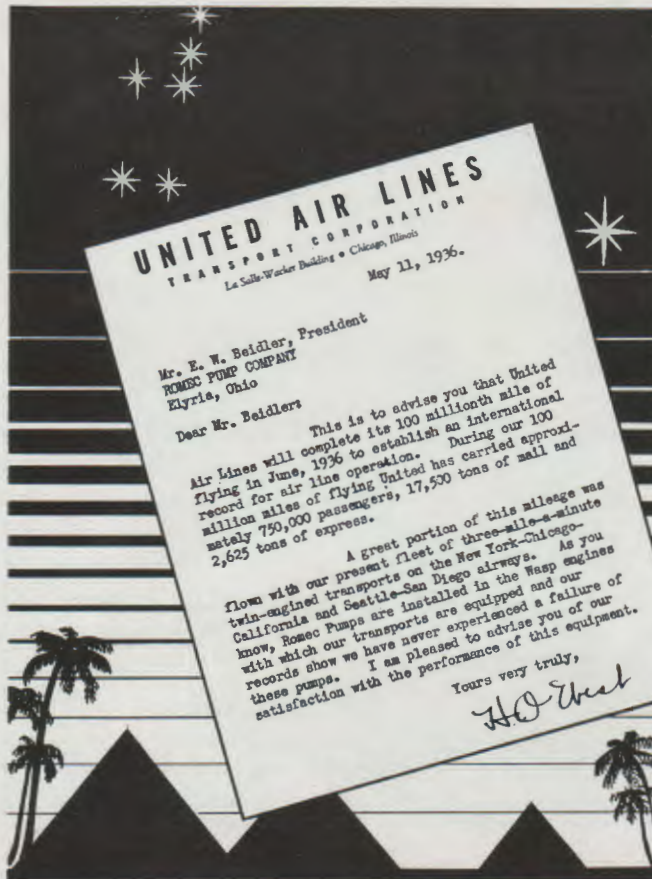
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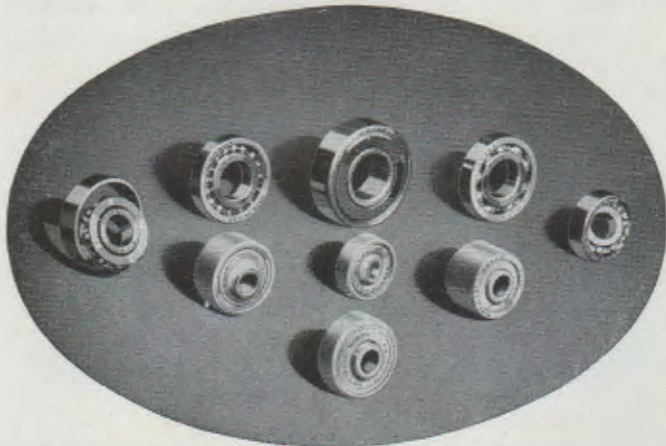
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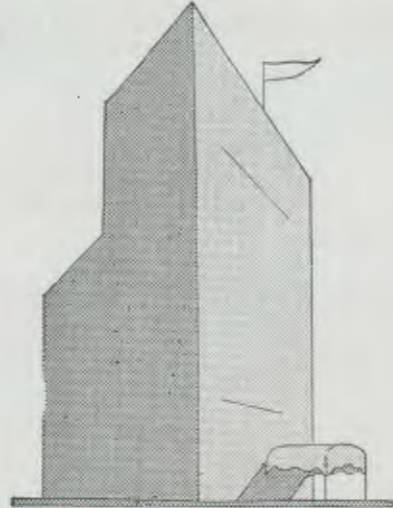
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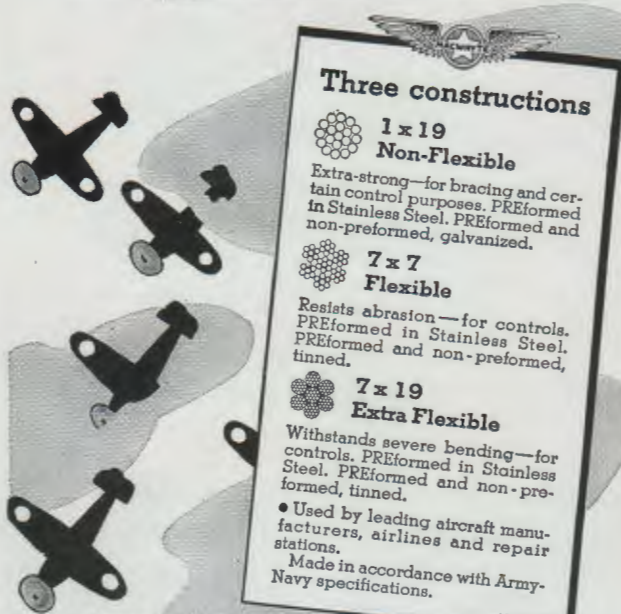
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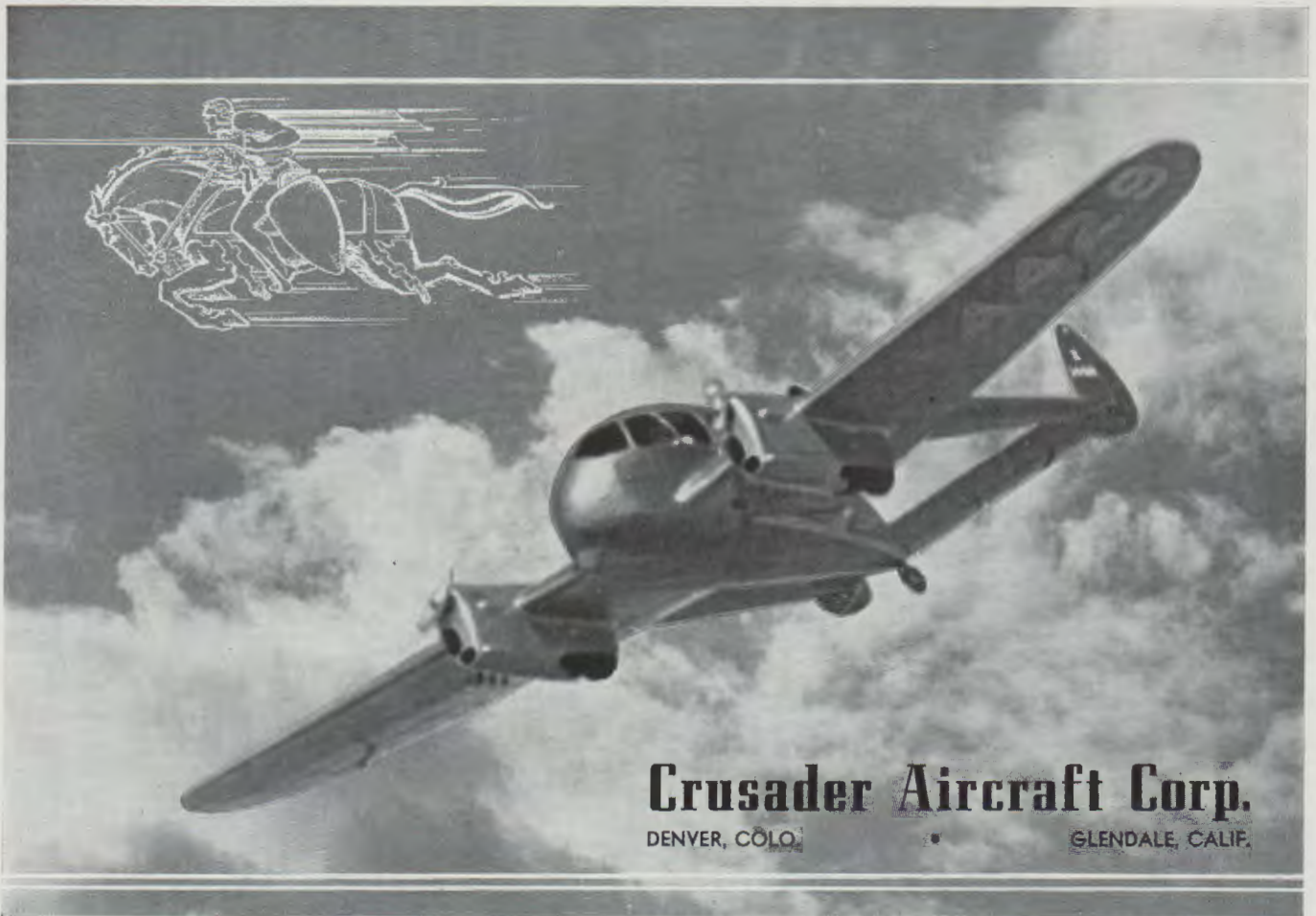
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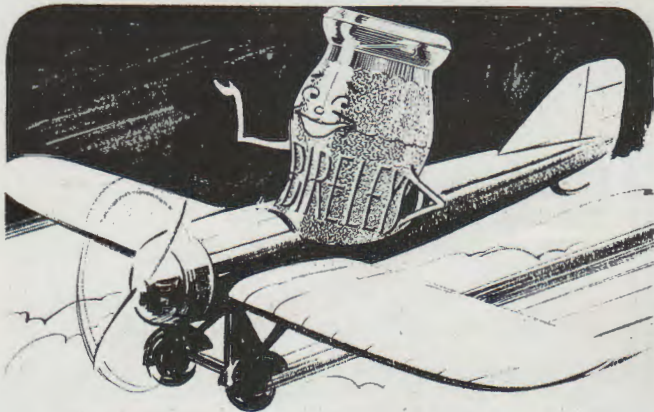
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By COL. RICHARD B. BARNITZ

Director of Airports, City of Los Angeles

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# Acknowledgments

- To **Rupert Hughes**—for the beautiful expression especially written for the Will Rogers memorial page.
- For **Cooperation**—County Commissioners, L. A. County Board of Supervisors, City Officials, Los Angeles Municipal Airport, National Guard, Police, Fire and Park Departments, Radio Stations, Newspapers, Automobile Club of Southern California.
- For the Use of **Automobiles**—Chevrolet Motor Co. (Official Cars.)
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- For **Cooperation with the Invitation Motorcade**—The Mayors, Chiefs of Police, and Chambers of Commerce of the Southern California Cities.
- For **Hospitality to the Invitation Motorcade**—The Santa Barbara Junior Chamber of Commerce, the Long Beach Junior Chamber of Commerce, the Anaheim Chamber of Commerce, and the Riverside Chamber of Commerce.
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- For the Use of **Tractors**—International Harvester Co.
- For **Military Band and Anti-Aircraft Batteries**—Major D. M. Griggs, Commanding 63rd Coast Artillery, Ft. McArthur.
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- For **Radio Communications**—Southeast Radio Experimental Assn.
- For **Use of Motorcycles**—Victor McLaglen Motor Patrol, Salisbury Corp.
- For **Official Song**—"Give Me a Ship and a Song," words and music by Kay Kellogg.
- Note: We regret that space does not permit the listing of hundreds of other names of those who have generously supported this project.



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