

NATIONAL AIR RACE PHOTOGRAPHS

by

Alexander J. Mc Rae, Jr.

The following list of USAF photographs, covering aircraft at the National Air Races from 1929 to 1932, may prove of value to those members who may not be familiar with this source of aircraft photos.

These prints are 55 cents each, for 8" x 10" glossy, single weight. Double weight matte finish prints are 60 cents each. No other size print is available. Payment must be made in advance either by a U.S. Postal Money Order or a Certified Check made payable to the TREASURER OF THE UNITED STATES. Not more than three prints of any single negative may be sold to an individual purchaser. Photographs will not be loaned, sent on approval or exchanged. Requests should be sent to:

Photographic Records and Services Division
Office of Research and Liaison
USAF Aeronautical Chart and Information Center
Washington 25, D.C.

I. NATIONAL AIR RACES, CLEVELAND, OHIO, 1929

<u>Negative Number</u>	<u>Description</u>
14800 A.S.	First Pursuit Group taking off.
14802 A.S.	Attack Group rounding pylon in formation, making cross-over turn by flights.
14808 A.S.	Lindbergh and the two Navy High-Hats taking off.
14851 A.S.	Curtiss Condor transport on the ground.
14857 A.S.	The "Los Angeles" airship and the Cierva Autogiro in flight.
14870 A.S.	Lockheed Vega aircraft on the ground.
14886 A.S.	Keystone Bomber LB-7 in flight.
14888 A.S.	Bombers in echelon flying parallel to grandstand.
14898 A.S.	Curtiss A-3 plane rounding pylon in Mason M. Patrick Trophy Race.
14911 A.S.	Two planes of the First Pursuit Group rounding pylon in John L. Mitchell Trophy Race.
14920 A.S.	Planes of Second Bombardment Group in formation.
A-14926 A.S.	Travel Air Mystery Ship, winner of the Free-for-All Race.

II. NATIONAL AIR RACES, CHICAGO, ILLINOIS, 1930

15391 A.S.	"Pete" - the winning plane built by Ben Howard.
15395 A.S.	Lt. Al Williams (Navy) in his special racing plane.
A-15399 A.S.	Commander Atcherly's "Lincock" fighter.
15397 A.S.	Marcel Doret's "Dewoitine-Hispano" Pursuit plane.
15401 A.S.	Marshal Pietro Colombo's Breda Pursuit Plane.
15406 A.S.	Lockheed monoplane belonging to Col. Charles A. Lindbergh.
15454 A.S.	The "Doodle Bug".
15455 A.S.	Cessna Monoplane on the ground.
15456 A.S.	Bellanca "Airbus" on the ground.
15457 A.S.	Waterman Flexible Wing Monoplane.

II. N.A.R. 1930 Cont'd:

15458 A.S. Uppercu-Burnelli Transport.
15460 A.S. Sikorsky Amphibian on the ground.

III. NATIONAL AIR RACES, CLEVELAND, OHIO, 1931

16514 A.C. Lt. Al Williams in Bliss-powered "HAWK".
B-16516 A.C. Caproni plane used by Mario De Bernardi, Italian pilot.
A-16517 A.C. Capt. Boleslaw Orlinski, Polish pilot, by special built Polish Pursuit plane.
A-16518 A.C. German airplane "Flamingo".
A-16558 A.C. Robert L. Hall and "Gee Bee" Speedster.
A-16569 A.C. "Cape Cod" plane in which Polando and Boardman made non-stop flight from America to Turkey.
A-16570 A.C. "Winnie Mae" plane in which Post and Gatty made Round-the-World flight.
B-16583 A.C. Texaco "13" plane used by Capt. Frank M. Hawks.
A-16590 A.C. Dale Jackson's plane.
A-16592 A.C. Laird Special flown by Major James H. Doolittle.
16593 A.C. "Gee Bee" plane flown by Miss Maude Tait.
16594 A.C. "Gee Bee" racing plane powered with an inverted motor.

IV. NATIONAL AIR RACES, CLEVELAND, OHIO, 1932

B-17793 A.C. First Pursuit Group planes lined up at Army Headquarters.
17826 A.C. Flight from 2nd Bombardment Group, Langley Field, Va.
17843 A.C. Wedell-Williams Special airplane flown by Jimmy Haizlip, Bendix Trophy Race.
A-17846 A.C. Col. Turner and airplane "Gilmore".
17859 A.C. Jimmy Doolittle's "Gee Bee" Racer.
17861 A.C. James Wedell in "Wedell-Williams" Special, 2nd plane in Thompson Trophy Race and 2nd plane in Bendix Trophy Race.
17862 A.C. Robert Hall and his special airplane - Thompson Trophy Race.
17863 A.C. William Ong in Ben Howard's "Ike" airplane, Thompson.
A-17880 A.C. Al Wilson in 1910 Curtiss Pusher plane.
17886 A.C. Boeing U. S. Mail Airplane.

FUSELAGE REGISTRATIONS

In February 1955 the Bureau of Safety Regulation, Civil Aeronautics Board, published a notice of proposed rule making on aircraft identification markings in which it was suggested that the wing registration be replaced by a side fuselage marking with characters a minimum of 12 inches high. It was proposed to be on all aircraft by Jan 1960, and was for the purpose of easier recognition by fighter-interceptors who considered flying above or below civil a/c too dangerous. However, due to the majority of adverse opinion receive it was decided in August 1955 not to be compulsory. It is, however, optional for the next five years, effective 1 Aug 55. See section 1.102(a) and 1.103(a) of CAR. Further information in U.S. Federal Register 2-26-55 and 8-2-55. These markings, replacing both the tail and wing marks, are now being widely seen on the West Coast. When combined with the double letter suffixes, authorized 3-12-53, many interesting items are appearing. (See pp 37-38).