

Emil Strasser Photographs from the 1932 National Air Races



Courtesy of Gerald Liang

Gee Bee Y, "Senior Sportster," NR11049, flown by Maud Tait in the Women's Free-For-All event. The plane was powered by a P&W "Wasp Jr." R-985 of 420 hp.

It is time for another trip down the runway of memories. This time it is to Cleveland, Ohio, in the year 1932. The National Air Races (NAR) were flown from August 27 to September 5. The Thompson Trophy Race was held on the last day of the show. The Bendix Trophy Race from Burbank, Calif., to Cleveland was another major attraction of the National Air Races. We hope you will enjoy the 75-year trip.



Emil Strasser



Jimmy Doolittle won the 1932 Thompson Trophy Race with a speed of 252.686 mph in this Gee Bee R-1 "Super Sportster" NR2100. In the Shell Petroleum Corp. Speed Dash, Doolittle set a new land plane World's Speed Record of 296.287 mph. Emil took this photo on September 5, 1932.



Top: The Gordon Israel "Red Head," NR111V, was bothered by a sour engine during the 1932 National Air Races.

Right-top: Roscoe Turner flew this Wedell-Williams, Model 44, NR61Y, to third place in the Bendix Race and also third place in the Thompson Trophy Race. Roscoe finished in the third position again in the Shell Speed Dash.



Right-bottom: Jimmy Haizlip won the Bendix Trophy cross-country race in this Wedell-Williams Racer NR536V. His time was 8:19:45.79. Haizlip made a low pass over the race to get his time recorded and then set a course for Floyd Bennett Field, N.Y., and a new transcontinental record. Haizlip touched down exactly 10 hours 19 minutes after he had left Burbank, cutting almost an hour off Doolittle's 1931 record and averaging about 245 mph.



Bottom: Benny Howard's DGA-5 "Ike," NR56Y, finished in seventh place in the 1932 Thompson Trophy Race. Howard entered "Ike" in six events at the 1932 NAR. He flew three of them himself taking two firsts and one second.





Top: The Hall Springfield "Cicada," NR13205 was scheduled to race in the 1932 Bendix Trophy Race but was forced out by engine trouble. The plane was designed by Robert Hall and built by Springfield Aircraft Inc. for a rich sportsman pilot named Frank Lynch. He planned to fly the plane around the world but fate intervened. Taking off from Bowles-Agawam Airport, Lynch clipped the roof of a hangar, crashed and burned.

Right-top: Gee Bee R-2 "Super Sportster," NR2101, was Lee Gehlbach's mount in both the Bendix (4th) and Thompson (5th). The R-2 was powered by a P&W R-985 engine of 550 hp.

Right-bottom: The Hall Springfield "Bulldog," NR211, was a disappointing performer finishing sixth in the Thompson Trophy. Carburetor and engine problems would plague the pretty racer and the 1932 NAR would be its last race.

Bottom: Keith-Rider R-1, NR51Y, "San Francisco I" race number 131 flown by Ray Moore to win the Frank D. Phillips Trophy Race. Moore was fourth in the 1,000 cu. in. Free-For-All.

