

AIR RACING NEWS

By Don Berliner, EAA 5654

RENO'S "NATIONAL Championship Air Races" — Sept. 12-20 — is shaping up as the biggest race meet since the last Cleveland Air Races in 1949. There will be a 2,500-mile cross-country race and 21 heats of closed-course racing for seven different classes of airplanes.

Special arrangements are being made for fly-in visitors. Five airports in the Reno area have been set aside for this purpose, and will accommodate more than 4,000 visiting aircraft. The race management requests that all persons planning to fly in make reservations for tie-down space; full details are in the "Guide for Light Aircraft Owners and Pilots Planning to Fly In," available from National Championship Air Races, P. O. Box 2109, Reno, Nev.

SCHEDULE OF EVENTS

The following schedule lists the approximate dates of the racing events only:

Saturday, Sept. 12—Transcontinental Trophy Dash; Stock Plane Race; 450 hp Stearman Invitational Race.

Sunday, Sept. 13—Homebuilt Biplane Race; 450 hp Stearman Invitational Race.

Monday, Sept. 14—Homebuilt Biplane Race; Qualifying for Unlimited Class Races.

Tuesday, Sept. 15—Qualifying for Women's T-6 Races; Qualifying for Unlimited Class Races.

Wednesday, Sept. 16—Three Elimination Heats for 190 cu. in. Class Races; Two Elimination Heats for Women's T-6 Races; Qualifying for Unlimited Class Races.

Thursday, Sept. 17—Two Semi-Final Heats for 190 cu. in. Class Races; Finals for Women's T-6 Races; Qualifying for Unlimited Class Races.

Friday, Sept. 18—Finals for 190 cu. in. Class Races; Three Elimination Heats for Unlimited Class Races.

Saturday, Sept. 19—Two Semi-Final Heats for Unlimited Class Races; Special Added Race.

Sunday, Sept. 20—Finals for Unlimited Class Races.

EARLY RACE ENTRIES

These are the entries for the racing events, as of June 8 (the cut-off date for this month's column). Gene Tarnowsky, executive secretary of the races, estimates the cross-country race, for example, will probably have 35 or more entries by race time. This, therefore, is only a sample, but it should give some idea of the airplanes that will be flying for the biggest purse in 15 years.

Unlimited Closed-Course Race—John Spach, Everett, Wash.—F-51; Norman McGill, LaPorte, Ind.—F-51 and ?; Chuckie Lyford III, Seattle, Wash.—F-51; Ed Weiner, Los Angeles, Calif.—F-51D; Daryl Greenamyler, Panorama City, Calif.—P-38 or F8F; Art Stasney, Laguna Beach, Calif.—F-51D; Art Scholl, Colton, Calif.—F-51 or FM (?); Dick Thomas, Lancaster, Calif.—F8F.

Unlimited Cross-Country Race—John Spach, Everett, Wash.—F-51; Norman McGill, LaPorte, Ind.—Hawker Sea Fury; Chuckie Lyford III, Seattle, Wash.—F-51; Ed Weiner, Los Angeles, Calif.—F-51D; Daryl Greenamyler, Panorama City, Calif.—P-38 or F8F; Robert Mitchum, Broom-

field, Colo.—F-51D or FG-1D; Howard Olsen, Midland, Texas—F-51D; Dick Thomas, Lancaster, Calif.—F8F; Irene Leverton, San Jose, Calif.—F8F, F-51 or B-26.

190 Cubic Inch Class "Midgets"—Art Scholl, Colton, Calif.—No. 31 "Miss San Bernardino"; Dick Thomas, Lancaster, Calif.—Fellers Special (Sierra Sue?); Jerry Quanton, Oakdale, Calif.—Cassutt Racer; Bob Downey, Whittier, Calif.—No. 6 "Miss Cosmic Wind"; Bob Tripp, Hollywood, Calif.—?; Mike Dewey, Santa Paula, Calif.—No. 94 "Little Mike."

Women's Race—Irene Leverton, San Jose, Calif.—T-6.

BARGAIN TICKET PRICES

Advanced ticket sales at special prices will end **Aug. 15**. Until then, a season general admission ticket covering all nine days, will cost \$3.50 for persons over 18, \$2.50 for persons 12-18 years old, \$1.50 for persons 6-11 years old, with children under 6 free at all times. After Aug. 15, season tickets will be \$13.50, \$9.00 and \$4.50, respectively. Send check or money order, made out to National Championship Air Races, to P. O. Box 2109, Reno, Nev. Reserved seats will go on sale Aug. 15. If you want them, request an order blank.

SPECIAL AIR SHOW FIELDS

Two separate fields will be used for the show — one for all competitive events and one for military activity.

Reno Sky Ranch Airdrome, nine miles north of Reno, will be the site for all racing, ballooning, aerobatics, soaring, antique fly-in and judging, homebuilt fly-in and judging, speed record attempts and any other competitions. This FAA-controlled area will be open to contestant aircraft only—no spectator or transient aircraft will be permitted here.

Stead Air Force Base, in the valley adjoining the Sky Ranch, will be the site for all military displays, demonstrations and fly-bys.

OTHER COMPETITION

In addition to the pylon and cross-country racing, there will be numerous other events for prize money and trophies, including:

- U.S. National Balloon Championship—Sept. 12-14
- Homebuilt aircraft fly-in and judging—Sept. 12-13
- Parachute jumping—Sept. 12-13
- Antique aircraft fly-in and judging—Sept. 12-13
- Soaring—Sept. 12-18
- Aerobatics—Sept. 15-19.

All the above dates are approximate; many of them may be changed by race time, but the general picture is expected to remain the same.

SPECTATOR AREA INSIDE COURSES

To get the spectators as close as practical to the racing airplanes, the viewing area will be inside the courses. The midgets will race on a standard 2½ mile oval course; all others will race on the 8½ mile course.

Supervising pilot and airplane qualifications will be veteran race pilots Tony LeVier and Herman "Fish" Salmon, North American test pilot Bob Hoover, long-time Aerobatic pilot Sammy Mason and others. National Aeronautic Association is expected to sanction the 190 cu. in. races, ballooning contest, speed record trials and other events.

BUILDING FLY BABY . . .

(Continued from preceding page)

the other per Detail "E" of Fig. 7-5, with about enough on each surface to overlap the width of the spar. Soak the fabric in dope and apply it wet. Try not to get much more dope on the seals during the pigment-doping operation or the seals will pull too tight.

17. Seal the aileron hinge by laying a wet pinked-edge fabric strip over the hinge gap with the aileron in the full DOWN position per Detail "F" of Fig. 7-5 and press the fabric into the gap about ¼ in.

Instructions for covering the fuselage, and Figs. 7-2 and 7-3, which show necessary preliminary structural details, will be presented next month.