



(Top) Two British-built entrants in 1949, a Mk 25 Mosquito (placed 4th in Bendix) and a Mk 18 Spitfire. (Right centre) "Beguine," the North American P-51C, with wing-tip radiators, in which Bill Odom was killed in the 1949 Thompson Trophy. (Right) "Shoestring," which won the 1951 Continental Motors Race. (Above) Thompson "J" winner in 1951 was Col. F. J. Ascani's F-86E

AIR RACING IN THE U.S.A. . . .

record established on September 3rd. To demonstrate the aircraft the record attempt was simulated for the spectators on September 6th.

The Allison Trophy required a 10,000-ft climb in an interception exercise by a pilot and an observer and this height was reached by an F-89D in 2 min 7 sec. General Electric donated a trophy for a 500-km closed-course record attempt which was made at 649.46 m.p.h. with a Sabre flown by Maj. J. L. Armstrong.

For the second year in succession, the midget racers were unable to take to the air as there was no sponsor willing to take on the event.

After two years at Dayton, the National Air Show was taken to Philadelphia, Penn., for the first time since 1926. Three days, September 3-5, 1955, were set aside for the races and Air Foundation ran the big show with the assistance of the local Chamber of Commerce.

Take-off point for the Bendix Jet Speed Dash was George Air Force Base, Cal., and Col. Carlos M. Talbott's F-100C Super Sabre covered the 2,324.9 miles at 610.726 m.p.h., ahead of the five other entries from the 450th and 479th Day Fighter Wings. The Thompson Trophy was awarded for a world speed record attempt over 15-25 km at 30,000-35,000ft on August 20 under the new F.A.I. rules. Col. Horace A. Hanes flew a Super Sabre over the course at 822.135 m.p.h. and demonstrated the machine in fly-pasts during the show period. To provide a new interest for

the spectators, six crews competed for the Allison Trophy by changing the J33-A engine as quickly as possible in a Lockheed T-33 trainer. Three B-47s flew from March Field, Cal., for the General Electric Trophy, the winner covering 2,337.4 miles of the race at 589.294 m.p.h. Supporting thrills for the visitors included aircraft being catapulted from U.S.S. *Ticonderoga*, helicopter demonstrations and aerobatics by the crack U.S.A.F. Thunderbirds and the U.S.N. Blue Angels teams.

The midget racers were once again unable to compete owing to the unavailability of a sponsor for them. After such a promising start, it will be a great disappointment if the class disappears for this reason, leaving the home-builders without any showing.

The American Air Races have provided an annual mirror of the advance of aviation for many years, from early days to the present. Throughout, the story has been one of enthusiasm and courage, coupled with enterprise and adaptation to meet the ever-present technical progress. It cannot truly be said that the races have resulted in any outstanding contribution to the evolution of the aeroplane, but they have at least served to satisfy the sporting needs of both the competitors and spectators.

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Winners, prizes and presidents: (left) Veteran Paul Mantz congratulated by Malcolm P. Ferguson, Bendix President, on winning the Bendix Trophy for the third year running. (Centre) The Bendix Trophy, Mr. Ferguson and Capt. E. W. Kenny, 1954 winner. (Right) John Paul Jones, pilot of "Shoestring," receives the Continental Trophy from C. J. Reese, company president.

