OHIO'S RACIEST NEWSPAPER

Buckeye Bulletin

FOUR PAGES BUCKEYE, OHIO, U.S.A. HOME TO THE AMERICAN AIR RACES TUESDAY, SEPTEMBER 6, 1934 DAILY 2 CENTS NO. 25

INSIDE TODAY

RACE THE GEEBEE

"GEEBEE AIR RALLY" INSTRUCTIONS REVEALED ON PAGE 4

THE WEATHER

Continued Hot and Humid Tuesday in Northeastern Ohio Chance of Thunderstorms

DARING LEAVES 'EM TRAILING!!

Beats Out Seven Of The World's Fastest Pilots In Cartwright Cup Classic

Averages 252.68 MPH Over 3-Pylon 100-Mile Course

Almost Loses Race When Loses Count Of Laps

Says GeeBee "Tested His Pilot's Skills To The Utmost"

By L. Wing
Staff Correspondent

Once again Johnny "Little John" Daring showed us he's America's fastest pilot and favorite hero of the wild blue yonder. Only one year after winning the Benson cross-country competition in a Laird Super Solution, Daring and his GeeBee R-1, nick-named "The Death Trap," triumphed over seven of America's hottest birdmen yesterday to win the American Air Races' most coveted prize, the Cartwright Cup.

And what a race it was. Before 65,000 screaming fans who had packed the stands just to catch a glimpse of the notorious GeeBee, Daring tore across the finish line at a record-breaking landing speed of 296 mph. With an average flying speed of 252.68 mph over the 100-mile race, the 5′ 7″, 140-lb former army major lapped every other pilot but Harry Hanson of Levee, Louisiana, who managed to grab the second-place spot at 242.49 mph.

The rest of the field lagged far behind. Roscoe Bleeker, Jr. barely closed in at 233.04 mph to take third place. Asked if Daring's time convinced him to fly a GeeBee next time out, Bleeker laughed and said, "I wouldn't fly the GeeBee if you paid me a million bucks. That thing's a death wish."

Daring's chum and hometown neighbor, Jimmy D. Little blamed his fourth-place position (at 231.30 mph) on a "stuttering and coughing motor." Fifth-place finisher Phil Rink of Sisters Lakes, Michigan, pulling in at a speed of 222.09 mph, complained that a blinding sunset right behind the home pylon "fouled up my timing."

Trailing behind Rink, Charlie Lambert of Springfield, Massachusetts, dragged in to finish sixth, averaging 215.37 mph. Bill Barrel of Kansas City, Missouri, with a dismal 191.07 mph, finished seventh.



Cartwright Cup Winner JOHNNY DARING poses with his ground crew in front of the triumphant GeeBee Model R-1. On his way to setting a new speed record for the classic air race, Daring almost let victory slip from his grasp when he lost track of his completed laps.

"EXTRA" LAP CARRIES HIM TO VICTORY

For reasons known only to Daring, the flying ace lost count of the number of laps he was flying over the 10-mile course. "I thought I was finished after the ninth," he explained, his face as red as the GeeBee's nose. "But I decided to fly an extra lap just to be sure." That "extra" lap turned out to be the tenth!

Unbeknownst to fans, the press and his fellow speed demons, Daring almost lost his chance to fly before the race began when the GeeBee's engine caught fire just two hours before the official starting time. In a hush-hush scenario, the GeeBee's special mechanics, flown in from Springfield, Massachusetts, for the race, rushed to the plane, extinguished the flames, and, after carefully checking for damage, gave Daring the go-ahead to compete.

NO ACCIDENTS BUT AT LEAST ONE NEAR MISS REPORTED

It seemed as though everyone in America, not to mention all of Buckeye, turned out to cheer on America's toughest pilots for the big Labor Day race. Although the start of the race was delayed 20 minutes, the spectators sure got their money's worth. As each plane took off at 10-second intervals, the fans screamed its pilot's name in unison while the Buckeye High School band played a rousing march.

It wasn't long before Daring became the crowd's favorite. At first the astonished spectators could only gawk at the barrel-shaped GeeBee, whose reputation as an "air-born coffin" has made it an object of dread among seasoned fliers. But once Daring took the lead after rounding the third pylon, the fans began to cheer him lustily. Five minutes into the race a blond woman from Elgin, Illinois, fainted and had to be carried out of the stands by her children. During the fifth lap, a Sandusky teenager dressed in a clown's suit and yelling "Johnny! Johnny!" jumped from the top of the grandstand onto the flying field, yet walked away without a scratch.

As the crowds cheered, Daring's "flying pickle barrel" managed to lap every ship but Hanson's red and

(continued on page 4—column 2)

Daring Announces Early Retirement From Air Racing

Flying The GeeBee Convinced Him To Quit While He's Ahead

By DAVEY DASH
Staff Sports Correspondent
ST. LOUIS, September 5

In a surprise announcement last night, Cartwright Cup winner Johnny Daring said he was "finished with racing." The announcement came shortly before Daring left for his Ozark Mountain retreat for a week of fishing following a victory celebration with his family at St. Louis's Riverboat Restaurant.

"Flyin' the GeeBee convinced me I better quit while I'm still alive and in one piece," Daring explained to a crowd of open-mouthed reporters who had been called to a restaurant in St. Louis's luxurious West End. "The truth is, I was scared as the dickens up there. The GeeBee's already claimed the life of one of the best pilots I knew," he continued, referring to Bobby Broyles's fatal crash of last year. "I've had it with racing. I'm going back to my desk job at Midwest Petroleum."

Always Loved a Good Fight

The Cartwright Cup champ reminisced about his love of flying and the challenge of a "good fight." Daring learned how to take on challenges early in his life when he was an undersized, curly-haired kid in Seattle, Washington. There he learned life's tough lessons by successfully fending off the bullies who tried to turn him into the neighborhood kickball. "Lucky for me my parents decided to move to Los Angeles," he recalled. "With some good advice and lots of encouragement from a coach, I channeled my fighting habit into baseball."

When the U.S. entered the Great War, Daring made two decisions that would change his life—he

(continued on page 4—column 1)

Official American Air Races Highlights

Record Crowd Jams Buckeye For 10-Day American Air Races

By L. WING
Staff Correspondent

All America's eyes were on Buckeye this past week as crowds poured in from all over for the greatest 10-day American Air Races ever held.

Once the air field's 50,000-capacity stands were filled, more than 10,000 additional spectators looked for "seats" wherever they could find them. Some parked their cars in pastures and vacant lots surrounding the air field. Others climbed trees and telephone poles and even crawled onto the rooftops of neighboring houses. "I made more money in 10 days from selling rooftop seats to some people from California than my husband brings home in a month!" said Mrs. Sara Speedcliff, whose house is two miles south of the airport. Whoever said Buckeye wasn't a hospitable town?

Mrs. M. McShane Smashes Women's Speed Record

Yesterday, the crowds were treated to a record-setting women's speed race, won by the renowned Mrs. Michelle "Mickie" McShane. Mrs. McShane, decked out in sky-blue aviatrix trousers and matching blouse, averaged an unprecedented 255 miles an hour, beating last year's record set by Miss Priscilla Burgess by 45 miles per hour. Coupled with husband Jimmy McShane's victory in the Benson Transcontinental Classic last week, Mickie's triumph makes it a week to celebrate for the McShane family. Congratulations to the flying pair.

Buckeye Twin Sisters Tie For First Place In Civilian Parachute Jumping Contest

They had never flown in an airplane before last week, but that didn't stop Avaline and Beatrix "Beatie" Porter from entering last Thursday's Civilian Parachute Jumping Contest, the most popular civilian contest in this year's races. The pigtailed twins, wearing matching tailored red-and-white striped flight suits, red lizard shoes, and white kid gloves, floated in for picture-perfect carbon-copy landings after parachuting from several hundred feet in the air. "Both of their landings were perfect," said Judge Bob Brandt. "We had no choice but to give the prize to both of them."

Miss Vicki Victory Wins Women's Deadstick Landing Contests For Second Straight Year

As if last year's prize weren't enough for Miss Vicki Victory, last Monday the red-haired Boston beauty easily won both Women's Deadstick Landing contests, in which the ladies must land their planes without power, once with and once without brakes. With dreams of competing in future

(continued on page 3—column 3)

OHIO'S FIRST "AIR-BORN" BABY

Named after Cartwright Cup Winner

Elmville, Ohio, Sept. 6

At 5:15 this morning Mr. and Mrs. I. Skye of Elmville, Ohio, became the proud parents of Ohio's first baby born in an airplane. As soon as Mrs. Skye went into labor, the couple rushed to the Columbus airport, along with the family doctor and Billy Bellows, a neighbor and licensed pilot. Two hours later, just as Bellows' plane finished circling greater Columbus for the 14th time, Mrs. Skye gave birth to a healthy 7-lb., 4-oz. baby boy. "We were going to name it 'Arie' if it was a girl," an excited Mrs. Skye explained. "But since it's a boy, we've decided to name him 'Johnny G.B.' after 'Little John' Daring and his winning GeeBee."

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LAKEBURGH COUPLE "TIE THE KNOT" 200 FEET IN THE AIR

Lakeburgh, September 5

Yesterday John Loop and his sweetheart Maryann Hawk became "Mr. and Mrs." above the horizon. The high-flying sweethearts were married in a small double-ring ceremony performed by Judge J.J. Flapp, held in the groom's own airplane, a replica of the famous GeeBee Model One. While the happy groom carefully placed the ring on his bride's finger, he handed the controls over to his brother and best man Marty, also a licensed pilot. After landing in a cornfield two miles from their new home, the couple had this to say to a crowd of waiting reporters: "It was heavenly."

Not to be read alone
New and Unabridged
20-part series
A down-to-earth tale of dreams and sorrows

The RUNWAY RUNAWAY
by *Sir Thomas Thompson*
author of *Oh Gee, Bea, Be My GeeBee*

Starts tomorrow
Only in the
Buckeye Bulletin

KEEP THE AIR RACES IN BUCKEYE

FROM OUR EDITOR'S DESK

We hear talk from back East and elsewhere that the American Air Races have "outgrown" our little corner of Ohio. It seems that the "big money" in New York and elsewhere thinks the races should be held someplace more glamorous—like Chicago, maybe, or even San Francisco. We don't agree, and we'd like to submit a few facts and opinions for the consideration of the bigshot Company men who decide such things as where Air Races should be held.

First off, our skies are just as "glamorous" as anyplace else's—just as high, just as blue, and just as pretty. And it's the skies, after all, that really "play host" to the Air Races. Even with the occasional shower or two that tend to rumble through northeast Ohio at this time of year, we defy any locale to provide a more heavenly backdrop for those daring pilots and their racing machines streaking through the air.

We also guess that it's our lot, as it often is, to put in a word for tradition. Here in the heartland of this great nation, we cherish traditions, from family reunions to Christmas pageants—even American Air Races. And that's just the point. The A.A.R.'s have become a tradition here, linked with the name of Buckeye County not only for us natives but for all the millions of air speed devotees from coast to coast. Uproot the Races now and—who knows?—they might just be diminished somehow, as traditions often are when folks try to transplant them.

We won't deny that the Races mean a lot to us here for plain old dollars-and-cents reasons, too. Especially during these hard times, lots of the merchants in Buckeye and surrounding towns—Sandusky, Elyria, Perch Harbor and Point Erie, to name a few—count on the Races to give their businesses a badly needed shot in the arm every summer. The arrival of tens of thousands of visitors, most with a little money to spend, means better times, if only for a week or so, for all of us natives.

In return, we the people of Buckeye County offer the pilots, crews, American Air Race officials, and the many air racing enthusiasts who come here our heartfelt hospitality and our fried lake perch—and we say there's none better, of either commodity, east or west of the Mississippi.

LETTERS TO THE EDITOR

HURRAH FOR WOMEN FLIERS

Dear Editor,

As an American woman and three-time winner of the Buckeye County Birdwomen 20-mile dash, I was simply appalled by your editorial on women fliers in which you wrote that "women should stay on the ground where they belong." I happen to know that your own wife is taking flying lessons on the sly and, if you don't watch out, you'll be left earth-bound yourself all by your lonesome.

Your neighbor,
Mrs. Grace Flash
Buckeye

P.S. Please take your garbage pails inside after the trashmen do their rounds. Also, that dog of yours jumped over the fence again.

RACES ARE FOR RACING, NOT BETTING

Dear Editor,

While I was having my weekly haircut last Saturday, it came to my attention that a great many citizens of Buckeye, including several RESPECTED MEMBERS OF OUR COMMUNITY, are making bets on the American Air Races. Now, I have nothing against the air shows. I'm a weekend pilot myself, and I enjoy the races as much as the next fellow. However, the races are for racing, not betting. If such sin and lawlessness are allowed to continue, what will become of us? Yet right here, in our community, I find a certain individual is "making book" on the races in a reputable Main Street barbershop! And doing brisk business at it!

Regards,
Rev. Stanley Standish

The Buckeye Bulletin

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FLY DECO AIRLINES

FAST, SAFE, ECONOMICAL

JOIN THE AGE OF FLIGHT

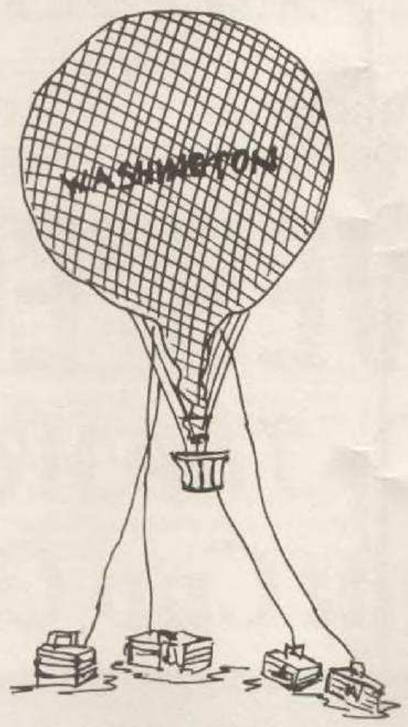
8 Hours to Chicago
10 Hours to New York

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14-STOP FLIGHT
TO LOS ANGELES

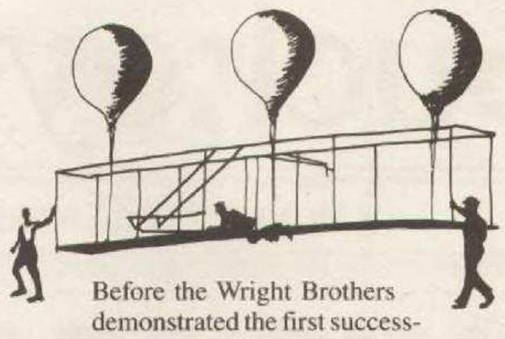
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In Buckeye
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Fares include
Continental breakfast, luncheon, high tea, bath and drycleaning on all California flights.

"YOU BETTER BELIEVE IT" By Riptide

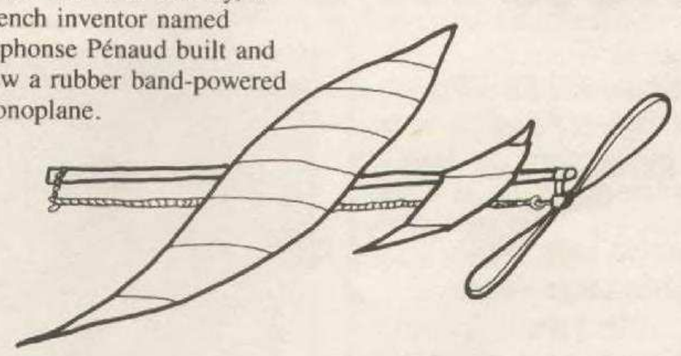


During the Civil War both the Union and Confederate armies used hydrogen-filled balloons for reconnaisance.



Before the Wright Brothers demonstrated the first successful airplane flight in 1903, many skeptics believed that the only way a person could fly a machine was by attaching airbags to it.

In the mid-19th century, a French inventor named Alphonse Pénaud built and flew a rubber band-powered monoplane.





The hot air balloon was the first contraption that could lift people into the air. It was invented in 1782 by the Montgolfier brothers of Avignon, France. For many years thereafter, hot air balloons were called "Montgolfiers."

ASK UNCLE AL

AVIATION FACTS AND PREDICTIONS

What is the right-of-way rule as it applies to balloons?

Because both hot air balloons and gas balloons are at the mercy of the winds, balloons have the right of way over other flying machines.

Who was the first woman to fly a plane across the English Channel?

A New York journalist named Harriet Quimby in 1911. She died in an airplane crash the following year.

What is the "Buddy Ballast" radio show?

One of the most popular shows on the air today, "Buddy Ballast" features a pilot who tells stories about famous air pilots and races of our time.

What is a "Junior Airport?"

"Junior Airports" are playgrounds set aside for the exclusive use of model airplane flyers. The first one was organized in California.

What city was called "the best location for sensation?"

Cleveland, Ohio, home to several A.A.R.'s.

Which famous racing pilot flew with a pet dog?

Bosco Bright logged over 30,000 miles with his pet dog "Arthur."

Buckeye County Community Calendar

SEPTEMBER 6, 1934

Buckeye Area Junior Birdmen Model Airplane Club
Western Reserve Room
(Room 203)
First National Bank
of Buckeye
Friday, 8 p.m.

Junior Birdwomen of Southeast Buckeye
Old Northwest Territory
Conference Room
(Room 204)
First National Bank
of Buckeye
Friday, 8 p.m.

Aeroswing Dance Marathon
Sponsored by
Miss Bird's Dance Studio
Employee's Cafeteria
First National Bank
of Buckeye
Saturday, 9 p.m.

American Air Races Clean-up Committee
Buckeye Airport Lobby
(look for Fred and Doreen)
Saturday, 8 a.m. sharp

Keep the A.A.R. in Buckeye Steering Committee
Meets every other Tuesday, 7 p.m.
Flying Fans of All Ages
Welcome
Lake Erie Room
(Room 304)
First National Bank
of Buckeye

The Buckeye County Community Calendar appears every Tuesday in the Buckeye Bulletin. Send listings one week before publication date to Mrs. Phoebe East, c/o Buckeye Bulletin, 363 King St., Buckeye, Ohio.

All You Can Eat Fish Fry
Salty Point Community
Center
Next to Frank's Fish Market
25 cents Adults
15 cents Children *(under 13)*

Special Home-Baked Pies
Fruit and Berry Pies
My Specialty
Miss Debbie Derby
R.D. 2 at Main
Highstown, Ohio

Johnny Daring Fan Club of Elyria
Meets every Saturday
2-4 p.m.
Elyria Town Hall

DOG RACES AT ELM POINT

ENJOY DOG RACING AT ITS BEST.
RELAX ON LAKE ERIE'S SOUTH SHORE.

Every Night Except Wednesday And Sunday – Starts 9:07 PM

Special Opening Night Canine Parade And Fireworks

KENNEL CLUB MEMBERS FREE
General Admission 25 cents
No admission charge for pets – Parking 7 cents

JOIN THE SOUTH SHORE KENNEL CLUB

LIEBLICH'S ELECTRICAL AIRDEVILS TO APPEAR



RUSTY LIEBLICH
Composer, Conductor, Inventor brings band to Buckeye.

Rusty Lieblich and his Electrical AirDevils, the Ohio River Valley's legendary jazz band, come to Buckeye this weekend for a pair of big appearances.

The popular orchestra, featuring many electrically amplified instruments designed by Lieblich, will play in concert at the Lilac Park Band Shell Friday evening, and will be the featured attraction at the Aeroswing Dance Marathon to be held at the First National Bank Saturday night.

Heard on live radio shows broadcast out of Chicago, Louisville and many other major cities, the AirDevils scored their first hit with "I Fly High With You" in 1928. Among their other recent popular tunes are "Two-Seater" and 'I'd Walk on a Wing for You, Dear." The band plays all of today's hits in addition to its own songs, all of which are written by Lieblich, an accomplished composer and lyricist as well as a musician and electrical tinkerer.

Friday's concert will begin at 8:00 p.m. Admission is free. For the Dance Marathon, which begins at 9:00 p.m.,there's an admission and contest entry fee of 75 cents; spectators and casual dancers admitted for a donation of 10 cents.

Enjoy Fine Dining In The Clouds

The Only Restaurant With A Bird's-Eye View Of Downtown Buckeye

No need to dream of... ~~Scrumptious fresh Lake Erie~~ perch on a bed of Ohio's own iceberg lettuce, locally grown peas, Potatoes Elyria, and "Johnny Appleseed" pie.

This mouth-watering feast can be yours tonight.

Why eat chipped beef sandwiches for the fourth day straight? Take a break. Treat yourself to a "meal in the clouds."



THE SKYLIGHT RESTAURANT
4 Euclid Avenue
Downtown Buckeye

In the exclusive Aviator's Park District

GeeBees Weren't Meant Only For Flying

This GeeBee Also Keeps You Cool

Fans fill a serious need these hot September days. But why buy a fan that looks and acts like just another fan?

This dual-purpose electric-motorized GeeBee Fan keeps you cool as only a fan can.

FRANK'S AIR-MINDED PRODUCTS
50 Airport Road
Buckeye

Lady Pilots Hold Their Own

Feminine Champs Fly High And Fast

Don't Call Them "Tomboys Of The Air"

By Elise Floate
Buckeye Bulletin Society Editor

In case you're one of those folks who thinks there's no such thing as a "lady racing pilot," just take a look up in the sky. Since 1929, when the American Air Race for Women in Santa Monica, California —nicknamed the "Powder Puff Derby"—proved that women are as capable of racing planes as their male counterparts are, women have been setting records that even Cartwright Cup winner Johnny Daring calls "very impressive."

That first women's air race showed that women not only are serious flyers, but also take all the same risks as the fellows. Most of the spectators had never seen a lady fly an airplane, let alone race one. And what some thought of as an entertaining aerial beauty contest ended up a dramatic contest filled with its share of tragedies. Who could ever forget New Yorker Laura Luck's pre-race announcement that she had to drop out because of typhoid fever! Or the glamorous Flo Flapper, who, after losing her way, ended up in Mexico, then crashed her plane into a car? Or a disappointed Sue Sails, who had to drop out after her plane hit a tractor? Perhaps it took the death of one of the bravest of the flying angels—Ethel Hall, whose body was found tangled in her parachute in the New Mexico Mountains—to convince the public that women are not just "sweethearts of the air."

"Much of this 'sweetheart' business came from the fact that many of us are married," explains the happily married aviatrix Mrs. Mickie McShane, who started flying after leaving a position as a cosmetics saleslady. "Look at Anne Lindberg and Amelia Earhart, for example."

The flying flappers also rebel against the nickname "tomboys of the air." Recalls Mrs. McShane, "Dana Ellis helped promote that image. She told everyone at the American Air Races that she had served in the Marines for two years disguised as a man. Personally, I didn't believe her," laughed the blond-haired beauty.



"I have always thought it important that we girls look as feminine as possible whenever we fly," she said. "I make it a point to wear pastel-colored blouses and tailored slacks, not those awful bulky leather jackets and flight suits." Mrs. McShane is known for never forgetting to freshen her makeup and lipstick before getting out of her plane following a race. "I have heard some people say I didn't really fly the plane," she laughs. "Once I was accused of sleeping through a cross-country race while my mechanic 'secretly' did all the flying!"

In spite of their busy lives with their families, women fliers spend much of their time and money flying and testing new planes and learning how to fix their own planes. "Most of us know how to fix our planes," explains Mrs. McShane. "We have to."

While some still laugh at these "darlings of the sky," Mrs. McShane and others say that women pilots are setting an important example for future generations in this era of flight. "As a friend of mine says, we are paving the runways for our children and our children's children," Mrs. McShane said wistfully. "What better reason to fly?"

Air Races Highlights

(continued from page 1—column 1)

Benson events, Miss Victory says her only regret is that she didn't have a chance to race a GeeBee. Perhaps next year.

Salty Point Teacher Almost Qualifies For Cartwright Cup Race In Smith Bros. Speed Dash

Yesterday's Smith Brothers Speed Dash, the qualifying race for the Cartwright Cup Air Race, made all of us proud to be Ohioans. When the announcement came over the loudspeaker that Tom Turboni of neighboring Salty Point had missed qualifying for the race by only five minutes, even the bespectacled, handsome high school English teacher was surprised. "I spent all summer learning how to fly," he said. "It was a lot more fun than teaching grammar." His students are already calling him "Speedy Turboni."

World's Largest Doughnut Takes Center Stage Away From Higherstone "Doughnut" Tire Demonstration

Every year A.A.R. spectators look forward to the opening ceremonies' Higherstone "Doughnut" tire demonstration, in which 200 beauty queens from all over Ohio roll out 200 Higherstone airplane tires onto the playing field. This year's demonstration was certainly unique. Following the last Higherstone "Doughnut," three members of the Buckeye "Johnny Daring Fan Club" carried a 75-pound sugar-glazed doughnut onto the field "to wish him good luck." When he saw the doughnut baked in his honor, Daring said, "That thing looks as dangerous as the GeeBee!"

"IF IT'S NOT FRESH MY NAME ISN'T FRANK"

The best perch in the lake end up at Frank's. Fried, boiled, broiled, baked to order or fresh from the lake.

FRANK'S FRESH
LAKE ERIE PERCH
54 Flood Street
Salty Point, Ohio

Open Sunup to Sundown
6 days a week

VALVES MAKE THE DIFFERENCE

America's fastest pilots know it's the valves that make the difference. The difference between a coughing, stalling, choking engine and an engine that performs without a hitch.

Don't be left BEHIND on the runway.

Leave the valves to us. And we'll leave the flying to you.

CARTWRIGHT VALVES
Official Sponsors Of The Cartwright Cup Classic



CARTWIGHT & CO.
52 Main Street
Buckeye

FLY LIKE A LADY

Appearance *does* count.
Especially while flying an airplane.
Whether you're a novice learning to fly
or a pro
who's racing in
the next Powder Puff Derby.
You'll *want* to
look your best.
Don't be left wearing your husband's old flight suit.

FLIGHT FASHIONS BY AMELIA
10 Center Street
Buckeye

AVIATRIX CLOTHING OUR SPECIALTY

Cartwright Cup Winners—Hall of Fame



1930
CHARLIE LAMBERT
Laird Solution
100-Mile Race
197.4 mph
$7,500

1931
BOBBY BROYLES
GeeBee Model Z
100-Mile Race
231.6 mph
$10,000

1932
SCOTTY "Great Scot" MAGDALOO
GeeBee Model R-1
100-Mile Race
226 mph
$10,000

1933
ROSCOE BLEEKER, JR.
Wedell-Williams 44
100-Mile Race
239.9 mph
$9,500

1934
JOHNNY "Little John" DARING
GeeBee Model R-1
100-Mile Race
252.7 mph
$10,000

Daring Announces Early Retirement

(continued from page 1—column 5)

married his best girl, Josephine Harbour, and enlisted in the Army for aviation training. "I was hoping to see combat in France, but I ended up staying in the U.S. and teaching flying at Rockwell Field in San Diego. I was kind of bored, so in my spare time I learned aerobatics. I soon discovered it was a lot more fun than teaching."

Daring quickly earned a reputation as the most reckless and daring stunt flyer at the base. He was frequently in hot water. After cracking up "more than a few" aircraft, he was grounded for ten weeks.

Discovers Racing Is "Like Breathing"

Not one to be discouraged, Daring turned to cross-country races, determined to set new records. It did not take him long. On September 6, 1922 this cowboy of the air made front page news when he flew from San Diego to Florida in only 21 hours and 25 minutes, with one stop in Texas.

Daring never stopped setting records. At the Institute of Technology he became one of the first Americans to earn a doctorate in aeronautical science. Turning to the new field of instrument-only flying, Daring was among the first pilots to fly "blind" in the U.S.

"I ended up racing planes by way of a job offer from Midwest Petroleum just before the Great Crash," he explained. "Midwest wanted me to help publicize their new aviation department in St. Louis by entering air races all across the U.S."

He got off to a bad start when he cracked up a new Lockheed Vega on his first day, but "Little John," as he soon came to be called, knew he had at last found his niche. "Fortunately, the fellows at Midwest decided to give me another chance." For the former pee wee from Seattle, "racing was like breathing."

Last year's first Benson Transcontinental gave him his first chance to test his skills in one of the A.A.R.'s "big" races.

"I had planned to fly a Beech Travel Air Mystery I had restored and redesigned myself, but then I crashed her on a test run. I had just about given up entering the Benson when I remembered Charlie Lambert. Charlie had won the '30 Cartwright in the old Laird Solution. When I learned they had just come out with a new Super Solution, I volunteered to test fly her. That plane was almost as deadly as the GeeBee. The day I test flew that baby, I figured it might be my last day on earth," he recalled. "She was so full of bugs, I was about to give her up for scrap."

Daring easily won the Benson prize. He sped into Cincinnati more than 60 minutes ahead of his closest competitor. Then, stopping just long enough to gas up, he went on to finish the race in Newark, breaking the existing transcontinental record by 1 hour, 9 minutes and 47 seconds.

Found The GeeBee The Toughest Plane He Ever Flew

The Cartwright champ had intended to compete in both the Benson and the Cartwright this year, but damaged his Laird when he belly-landed her a day before the Benson. "Then the Danvilles asked me if I wanted to try for the Cartwright in their GeeBee R-1," he recalled. "When I took that thing up, I was laughing and rolling so hard I thought I'd roll out. That darned plane almost bellied over five times before I managed somehow to control her. Fortunately, I was flying high, or I'd a been a goner."

DARING LEAVES 'EM TRAILING

(continued from page 1—column 2)

black Wedell-Williams. The leader passed Lambert's red-gull wing monoplane in the first, Barrel's white monoplane in the second, Rink's GeeBee R-2 in the fifth, Bleeker's yellow Wedell-Williams in the seventh and Little's black and white Wedell-Williams in the ninth. He lapped Lambert and Barrel a second time in the seventh, and Barrel a third time in the ninth.

By the seventh lap this high-flying hero was easily averaging an astonishing 246 mph. Banking wide in the seventh in order to clear the competition, he even ended up flying a longer course than any other pilot.

By the tenth lap, however, "Little John" had regained lost ground, averaging 251 mph as he entered the final lap.

Only by a miracle was this year's Cartwright race free of accidents, although the Cartwright winner described at least one near mishap to this reporter. "I sure caught my breath in the seventh—or was it in the sixth?—lap," Daring said. "I saw 'em bunching around that home pylon—I tell you, I missed Rink's ship by a hundred feet at most."

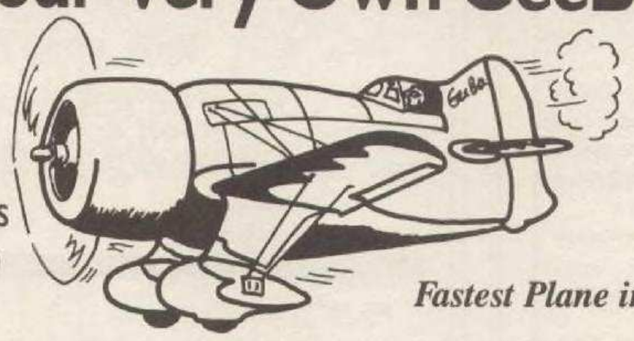
CONFESSES HE'S "LUCKY TO BE ALIVE"

As the grinning new American hero posed next to the flower-bedecked GeeBee Super Sportster at the end of the race, he was at a loss to explain his apparent mastery of the GeeBee. "I don't know how I managed to fly the thing," Daring said. "This plane's nearly impossible to control. By some miracle the engine performed perfectly. I'm pleased to have won the race, but, frankly I feel lucky to be alive."

1934 Cartwright Cup Race Results

PLACE	NAME	PLANE	AVE. MPH	PRIZE
First	J. Daring	GeeBee R-1	252.68	$4500
Second	H. Hanson	Wedell-Williams	242.49	$2500
Third	R. Bleeker, Jr.	Wedell-Williams	233.04	$1500
Fourth	J. Little	Wedell-Williams	231.30	$1000
Fifth	P. Rink	Gee Bee R-2	222.09	$500
Sixth	C. Lambert	Karp-Z-3000	215.37	—
Seventh	B. Barrel	Speedy-Z	191.07	—

Fly Your Very Own GeeBee



Win Next Year's Cartwright Cup

Fastest Plane in the U.S.A.

You don't have to be a licensed pilot to fly a GeeBee. All you need is a love of flying, a yen for adventure, and guts.

New or rebuilt planes to your specs.

DANVILLE BROTHERS AIRCRAFT
1000 Third Street
Springfield, Massachusetts

GeeBee Air Rally
Instructions Revealed

Flocking to Buckeye from all over the world, fliers of all ages, amateurs and pros alike, anyone and everyone who dares to race the legendary GeeBee, are lining up to test their guts and wits in what Johnny "Little John" Daring has called "the air racing competition of the century"—*GeeBee Air Rally.*

Racing against the clock, contestants strive to complete four courses in eight game levels, each level more difficult than the last, accumulating points as they go. The fourth course in each level is a special low-flying balloon-popping or slalom event. Pilots get two chances to complete each course in the allotted time.

To score the most points, fliers must stay on course and avoid midair collisions with other planes. The clock ticks much faster each moment a pilot strays off course; and while it's possible to survive a midair mishap and resume racing, most collisions eat up so much of the clock that completing the course in regulation time becomes *very* difficult.

Pilots normally advance from one course to another, and from one level to another, only if they successfully complete the last course or level.

Warming Up the Engine

With the Commodore 64™/128™—

Plug a joystick into either port on your computer, then follow these steps:

1. Turn on your disk drive.
2. Insert the *GeeBee Air Rally* diskette, label side up, in the disk drive and turn on your computer and monitor. If you have a Commodore 128, the game will load automatically.
3. If you have a Commodore 64, type ***LOAD "*",8,1*** and press ***RETURN.***

If at any time after loading the game you don't race for 5 minutes, the game will automatically go into a demo mode. To resume competition, press ***RETURN.***

With the Amiga™ 500/1000—

You may fly using a joystick or using the cursor direction (arrow) keys or the ***J*** (left), ***K*** (back), ***L*** (right), and ***I*** (forward) keys on your keyboard. If you want to use a joystick, plug it into Port 2.

If you choose to fly using the keyboard, use the keys that correspond to the joystick movements described in these instructions and the space bar as the equivalent of the joystick button.

1. Boot your computer in the usual way. On the Amiga 1000, you must use Kickstart™ version 1.2 or a later version.
2. When prompted to insert the Workbench™ disk, insert the *GeeBee Air Rally* disk, label side up. Double-click on the disk icon, then double-click on the GeeBee icon.
3. Use the joystick or keyboard to highlight the pilot rank you want, then press the joystick button or space bar.

To quit at any time, press ***CTRL*** and ***Q*** at the same time. To reset the game at any time, press ***CTRL*** and ***R.*** To pause, press the ***ESC*** key.

Off to the Races

Your altimeter, compass, and speedometer appear, left to right, on your control panel.

The allotted time for each race appears at the start of the race in the upper left of the screen, then begins to tick down when the race begins.

Your point total appears in the upper right of the screen (except during the special balloon-popping events—see "Scoring," below).

To start racing, press and release the joystick button. As you begin to pick up speed, pull back on the joystick to climb.

To turn, move the joystick in the direction you want to turn.

To climb, pull back on the joystick.

To dive, push forward on the joystick.

To increase or decrease your speed, press the joystick button and release it. This works as a toggle—alternate presses of the button speed up and slow down your craft.

Stay on course between the pylons—you score points only while you stay on course, and every moment you're ***OFF COURSE,*** the clock runs down at 4 times normal speed. As you steer between the pylons, you may find it useful to speed up for wide turns and slow down for tight turns. When you drift off course, it's a good idea to slow down—you'll be able to maneuver your GeeBee back on course more quickly at a slower speed.

To avoid midair collisions, you may fly around, over, or under other planes in the sky.

If you crack up in midair, you'll parachute safely to the ground. To resume the race, press your joystick button, then take off again. You'll start roughly from the same point on the course where you left off.

If you fail to complete a course on time, you'll have a second chance. If you fail a second time, you'll have a chance to record your cumulative score on the ***TOP FINISHERS*** board (see "Scoring," below).

Scoring

Except during the special balloon-popping events, you score points as you cover the distance over each course. The more advanced the level at which you're racing, the more points you score per unit of distance.

At the end of each race you complete, you also receive bonus points in proportion to the amount of time left on the clock. In addition, a time bonus is added to the allotted time (for your first attempt only) on the next course.

During the balloon-popping events, you must pop a certain number of balloons before you begin accumulating points. The number of balloons you must pop appears in place of your score until you've popped the required number; then your score appears on the screen, and you begin earning points for popping additional balloons.

When you fail to complete a course in the allotted time, the ***TOP FINISHERS*** screen appears, where you may add your name to the top 15 all-time scores in *GeeBee Air Rally.* Type in your name and press ***RETURN*** to record your score. To erase all recorded high scores, press the ***F3*** key on the Commodore 64/128 or ***CTRL*** and ***C*** on the Amiga.

GeeBee Air Rally was created by Steve Cartwright.

Commodore 64 version designed by Steve Cartwright,
Amiga version designed by Gene Smith.
Graphics by Mike Nowak.
Music and Commodore 64 version sound by Russell Lieblich.
Special thanks to Kelly Zmak and Keith Orr.
Produced by Terry Ishida.

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