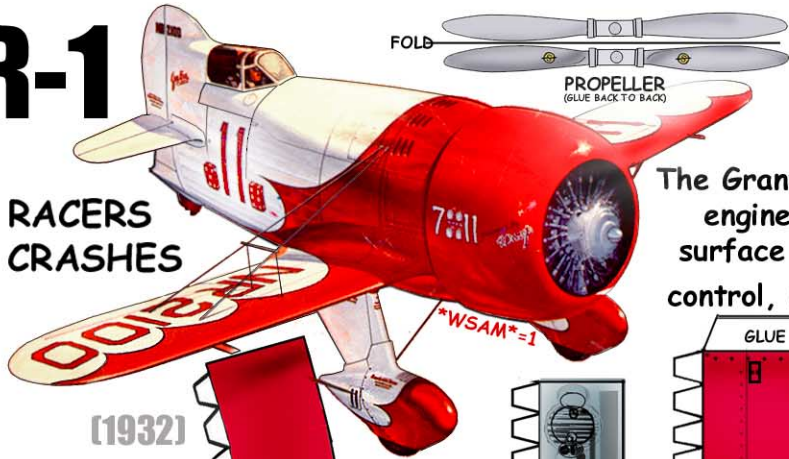


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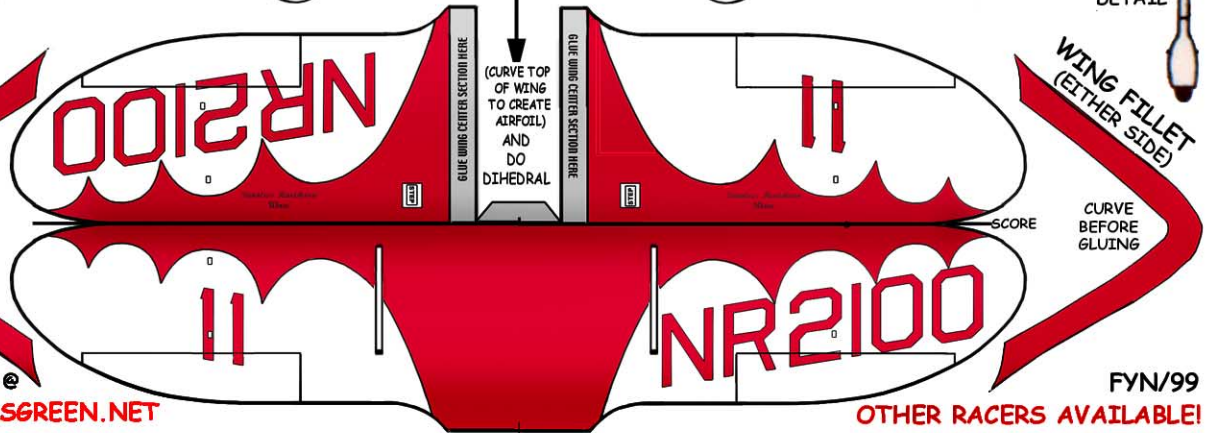
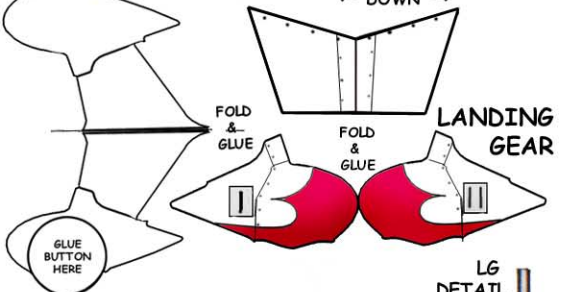
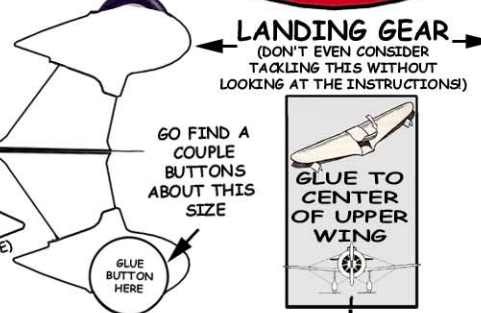
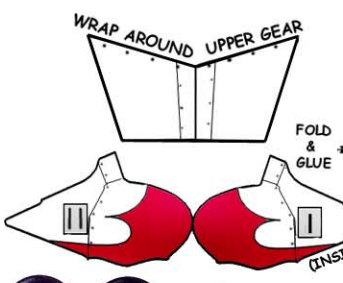
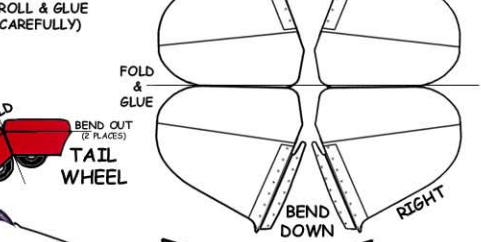
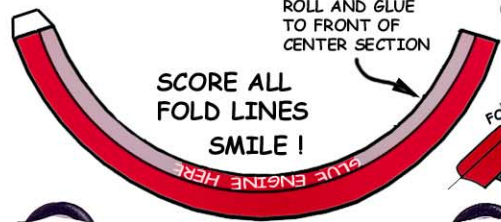
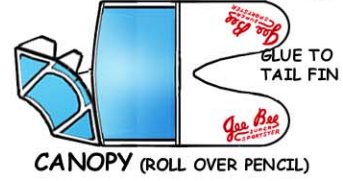
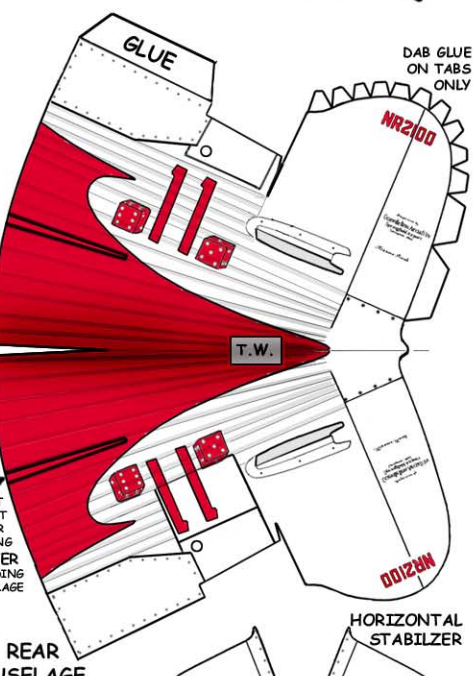
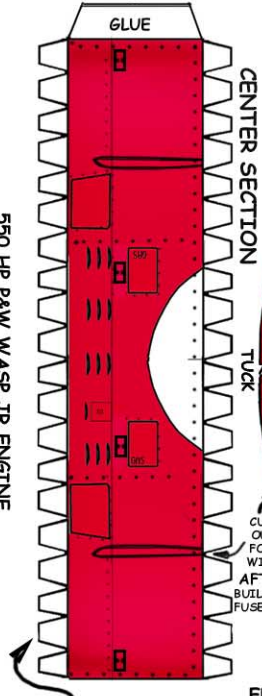
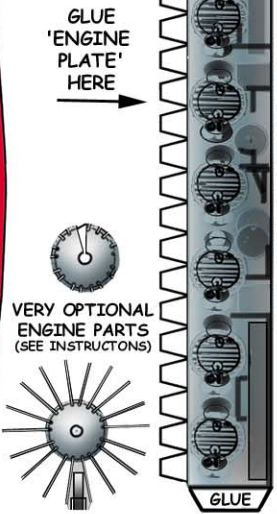
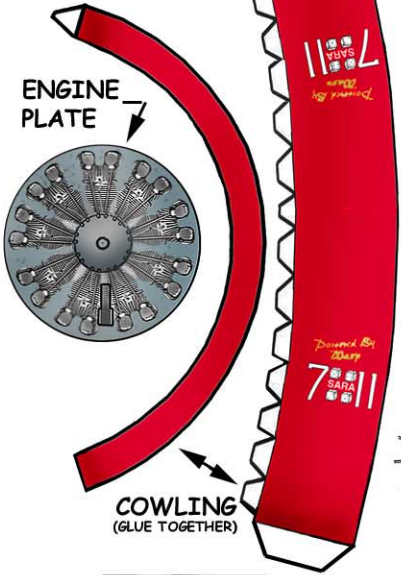
7 RACERS  
7 CRASHES



# GEE BEE

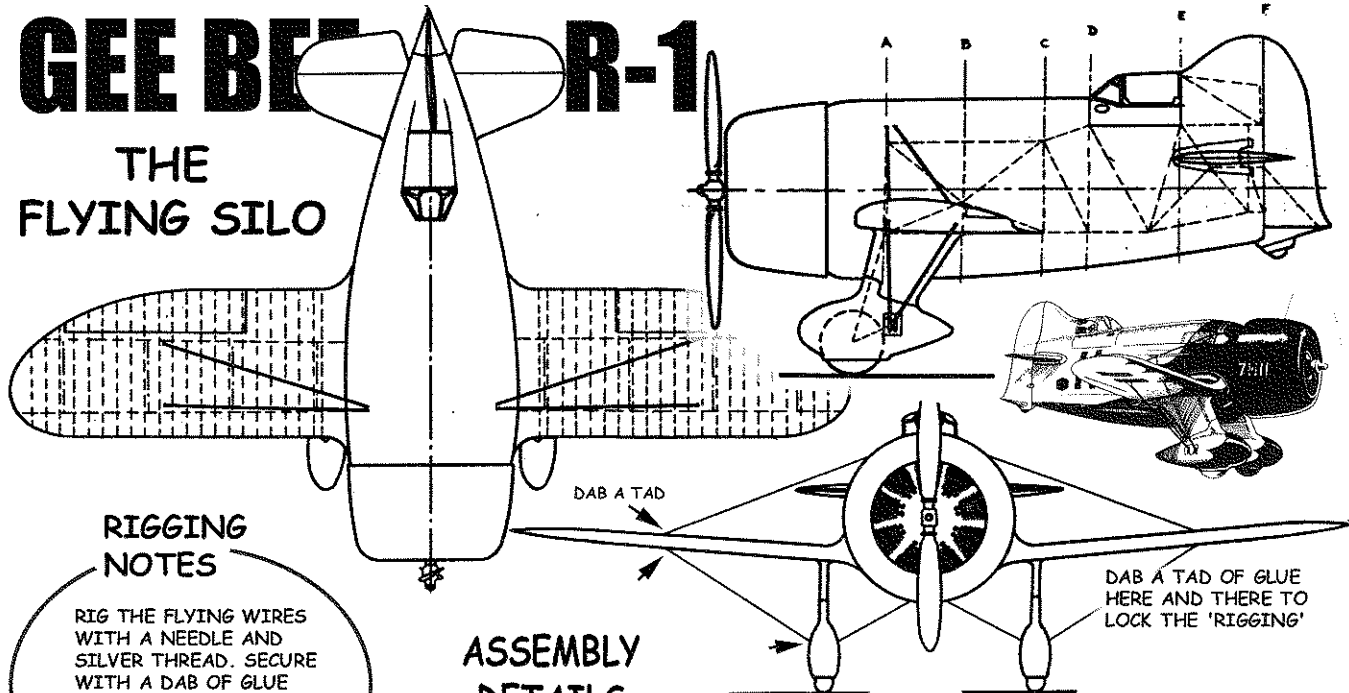
The Granvilles had simply streamlined a Wasp Sr. engine & added just enough wing and control surface area to keep it airborne, barely under control, and moving at nearly 300 MPH!

(1932)



# GEE BEE R-1

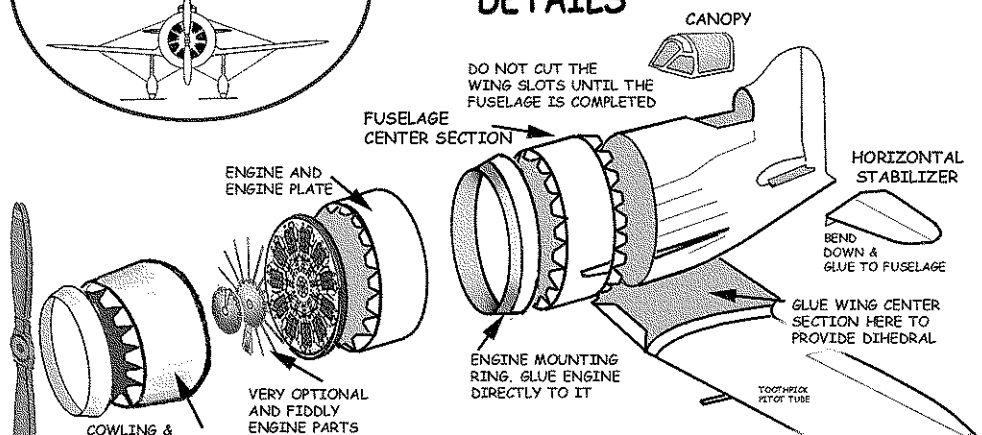
## THE FLYING SILO



### RIGGING NOTES

RIG THE FLYING WIRES WITH A NEEDLE AND SILVER THREAD. SECURE WITH A DAB OF GLUE

### ASSEMBLY DETAILS



### Specifications:

Wing Span	25 feet
Length	17' 9"
Dihedral	4.5 degrees
Engine	PW Wasp jr
HP	550
Wt (empty)	1840 lb
Wt (full)	3075
Fuel Cap	160 gal
Oil Cap	18 gal

**BACKGROUND:** Perhaps the best-known of all "Golden Age" American racing aircraft, the Gee Bees were produced by the five Granville Brothers and their associates. The "Gee Bee" name was derived from the initials of the manufacturers.

Beginning in 1929 with biplanes, the Granvilles soon turned to construction of low-wing sport aircraft, with a sideline excursion into a canard experimental machine. Competition types were the next step, and as the result of early successes, work began during 1932 on the R-1 and R-2 racers, which were structurally quite similar. The R-1 was powered by a Pratt & Whitney Wasp Sr. engine, rated at about 800 horsepower. The R-2, designed for use in cross-country events, featured a Wasp Jr. engine of approximately 550 horsepower, which enabled a less bulky cowling to be fitted.

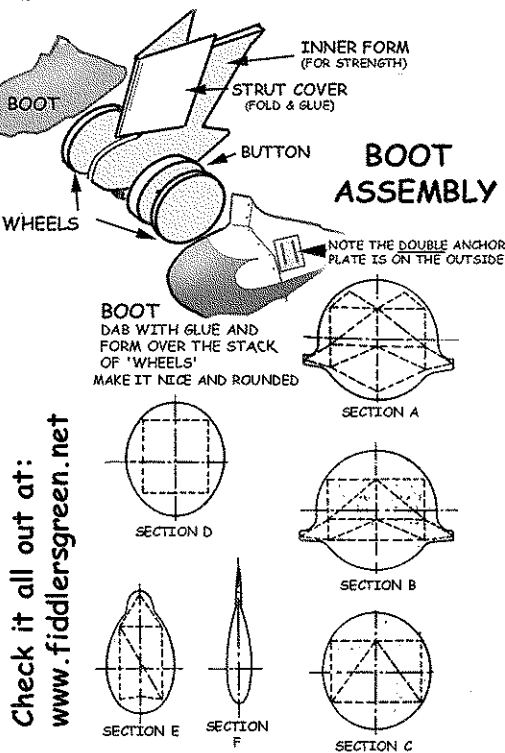
The wings of both aircraft utilized an M-6 airfoil, and were covered with plywood, which in turn was covered with fabric. Fourteen coats of lacquer, expertly applied by painter George Agnoli, created the high-gloss finish.

The R-1 was first flown during August of 1932, by Russell Boardman. After the initial flight, modifications to the fin and rudder were performed to improve directional stability.

Although Boardman was scheduled to pilot the R-1 in the National Air Races, he was injured in another aircraft, and temporarily put out of action. Thus, Jimmy Doolittle took over, and proceeded to capture the world's speed record, with an average of 252.686 miles per hour. Soon afterward, he won the Thompson Trophy Race over a closed course.

Lee Gehlbach, piloting the R-2 sister ship, placed fourth in the Bendix cross-country race, fifth in the Thompson Trophy event, and third in a competition limited to aircraft with engines of 1,000 cubic inches or less displacement.

Check it all out at:  
www.fiddlersgreen.net



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