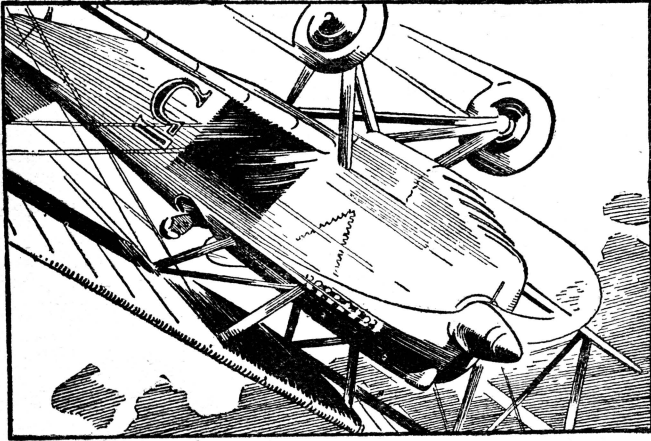


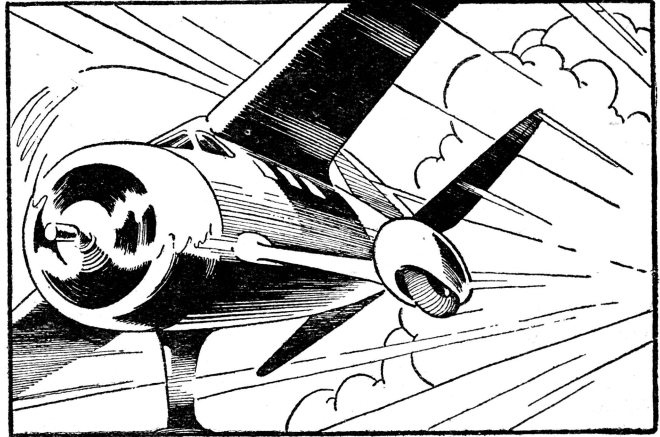
They Had What It Takes

XXX—LEE GEHLBACH—TOP-FLIGHT TEST PILOT

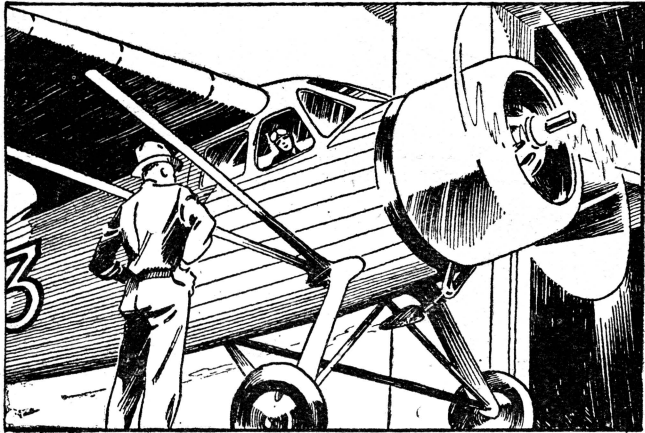
By ALDEN McWILLIAMS



1—Born on October 6, 1902, in Lincoln, Ill., Lee Gehlbach attended "regular school" and then entered the University of Illinois. He graduated as an aeronautical engineer in 1924 and enlisted as a flying cadet in the U. S. Army. From primary flying school, he quickly advanced to the combat group and there learned all the tricks and tactics of pursuit flying.



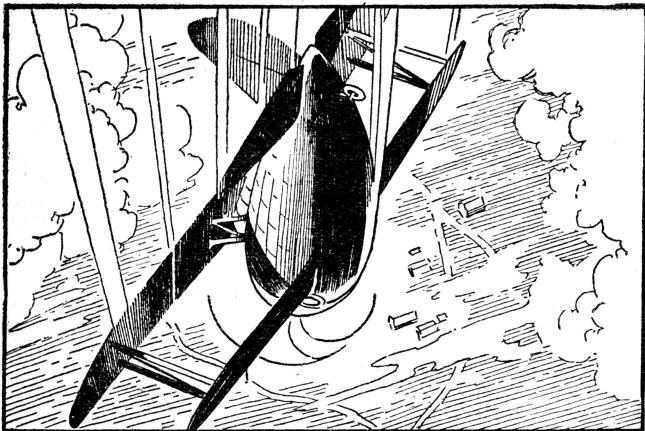
2—He was commissioned as a 2nd Lieutenant in the Air Corps on Sept. 8, 1926, and then spent three years with the First Pursuit Group at Selfridge Field. On Sept. 30, 1929, Gehlbach left the Army and went to work for several aircraft companies as a test pilot and engineer. That was the beginning of his career as a world-famed test pilot.



3—In 1930—along with seventeen other pilots—Gehlbach entered the All American Flying Derby. The race proved very dangerous for its day, and only ten pilots reached the finishing line. Showing that he was a speed flyer as well as an engineer and test pilot, Gehlbach roared his special Command-Aire to first place in the event with an average speed of 145 m.p.h.



4—Lee was awarded the Shell Trophy in '33, and he also received a prize when he flew at 250 m.p.h. in an attempt to establish a new speed record for land planes. From '33 to '34 he was engaged as chief test pilot for the Great Lakes Aircraft Corps. During that period, Gehlbach was forced to bail out twice when experimental ships cracked under testing strains.



5—Gehlbach is a member of the world-famous Caterpillar Club as a result of his forced chute jumps. He was also with the Wedell-Williams racing team in '33, continuing his testing work in the meantime. But Lee Gehlbach won his greatest acclaim when he successfully tested a strengthened model of the earlier Grumman fighter that killed the renowned Jimmy Collins.



6—His many experiences have brought him wide applause as being the cream of test pilots—even though Lee never takes unnecessary chances while trying out an experimental ship. In addition, he has also earned quite a name as a writer on aviation subjects. So who could be better qualified to earn his niche in the hall of aero fame than Lee Gehlbach?