

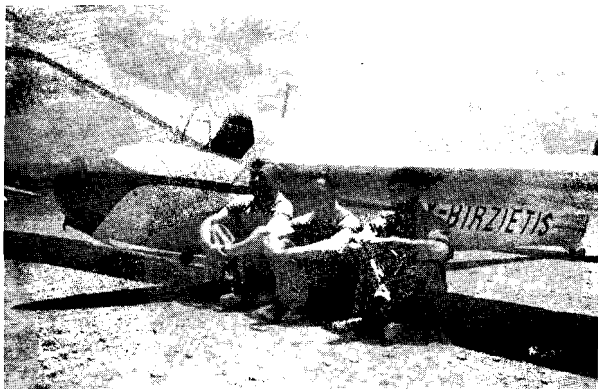
# OF SOARING

ed T. Loomis

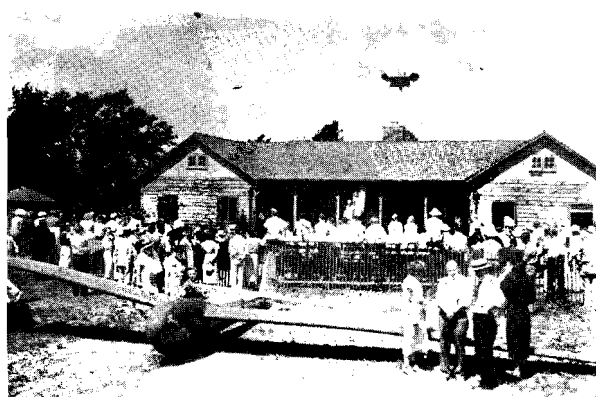
Belmont, New York, in 3 hours and 24 minutes. He later discovered that a faulty compass had caused him to fly in a circle.

July sixth, Dr. Lange advised the pilots to try for distance by flying to the southwest where they should encounter better conditions. Barringer was off first and released from airplane tow at 2000 feet near Corning. For forty minutes he struggled to maintain this altitude before starting toward the southwest. Soon running out of all clouds and thermals he landed at Mansfield, Pa., a distance of 25 miles. Decker followed and had similar difficulty, but flew farther west and managed to cover 51 miles to Gold, Pa., in 3 hours and 32 minutes. Riedel, the last off, reported that it took him over two hours to get started but when he did he kept going for 6 hours and 32 minutes, covering 133 miles to Tidioute in western Pennsylvania, the best duration and distance of the Contest. His best altitude on this flight was 5200 feet, or approximately 8700 feet above sea level.

Another quiet day was July seventh when the best performance was one hour and seven minutes duration made by Emil Lehecka. The following day proved the best of the Contest with total soaring time 47 hours and 48 minutes and total miles covered 566. New C licenses were won by T. Wistar Brown, L. Dubois, Robert Eikenberry, John Ford, Donald Lawrence, S. Orban, and Edward Replogle, who made slope soaring flights averaging just under an hour each when a fresh north-west breeze sprang up in the afternoon. Six cross country flights were made toward the southeast. Schultz covered 28 miles to Ulster, New York; Barringer made 97 miles to the Honesdale Airport, Pennsylvania, Lehecka and Decker 100 miles each to Rowland, Pa.; Riedel 117 miles to Glen Spey, N. Y., and Harland Ross made the second best distance of the Contest, 121 miles to Milford, Pa. Ross' duration of five hours and forty-two minutes was the best of the day and this flight won for him the first Silver C of the Contest. The best altitude of the day was 4620 feet made by duPont over Harris Hill.



The Lithuanian pilots and their Minimoa. Jonas Pyragius, Bronius Oskinis and Kurt Seimon, their crew chief.



Dedication of the Warren E. Eaton Glider Fields

July ninth, altitude predominated over distance with 4625 feet and 4266 feet by Riedel and duPont, the best out of six flights attaining over 3800 feet. Best duration was made by Lehecka, who made a three hour and twenty-seven minute flight of 46 miles to Wyalusing, Pa. Best distance for the day went to Arthur Schultz, who took off in winch tow with his ABC sailplane and landed at Binghamton, New York. His distance of 51 miles and altitude of 4210 feet qualified him for the final two legs of his Silver C, the second of the Contest and the tenth in America. It also put his ship into first place in the Eaton Design Competition. Although Harland Ross' performances in his high performance Ross-Stephens sailplane were far ahead of Schultz's figures, they were for the most part made from airplane tow, which could not be counted according to the rules. A C license was won by Russell Heyl.

July tenth, another poor soaring day, proved the last of the contest on which any worthwhile performances were possible. Riedel made the best distance and altitude, 65 miles to Nineveh, New York, with 4020 feet attained on the way. Best duration was four hours and fifty-three minutes by duPont, who struggled up and down all afternoon, sometimes over 2000 feet over the ridge and sometimes well below it. Three more C Licenses were won by A. Donovan, Harry Martin, and L. D. Montgomery, with flights averaging thirty-five minutes each.

On a number of occasions during the two weeks when there was a lull in flying activities, contestants and spectators alike were entertained by exhibitions of aerobatics by Bronius Oskinis and Jonas Pyragius, the two Lithuanian entries flying Oskinis' special sailplane. With the green and white striped ship, the two pilots, who are Vice-President and President, respectively, of the Aero Club of Lithuania, performed loops, wing-overs, half-rolls, and inverted flight. The ship, designed and built by Oskinis, is said to be capable of withstanding dives of over 200 m.p.h.

In the limited space available it is possible only to tell something of the outstanding performances each day which, of course, represent only a small fraction of the total of 669 take-offs. It is also impossible to give an accurate picture of the tremendous amount of skillful work put in by Paul duPont and the M.I.T. boys with their winches, Dr. Karl Lange, Earl Southee, R. E.

(Concluded on Page 13)