

averages of two tries, with 23 ft. 5¾ in. Second was Edward Rogers, with 28 ft. 7½ in., and third place went to Donald Lawrence, President of the Associated Clubs, for 33 ft. 8 in. On all three days of the Meet, Don put on a fine entertainment for the crowd by giving an aerobatic show after cutting loose from airplane tow at 4500 ft. in his special Cadet.

Henry Wightman won the Meet, and second leg on the Breeze Trophy, with 895 points. Second place went to Edward Rogers, with 655 points. Third was Stephen Orban with 555 points. In the team championship contest the Aero Club Albatross won first place and a leg on the Franklin Conklin, Jr., Trophy. Second place went to the Y Flying Club with 1,467 points, and the U. of M. Glider Club made a close third, with 1,416 points.

More than 4,000 spectators attended the last two days of the Meet and reports have it that many of them displayed a real knowledge of what was going on. This would seem to indicate that this annual event is doing valuable work in public education as well as regional promotion of motorless flight activities.

Glider Pilots Competing

Henry Wightman, Upper Montclair; Edward Rogers, North Arlington; Stephen Orban, Hillside; Robert Eichenberry, Trenton; Gustav Scheurer, Irvington; Herbert Sargent, Jersey City; Paul Schweizer, Peekskill, N. Y.; Ernest Schweizer, Peekskill, N. Y.; Frank Apgar, Whippany; Don Turner, North Arlington; Stanley Hruslinski, Bloomfield; Thomas Nilon, North Arlington; Harold Gehling, Liberty Corners; Donald Lawrence, Newark.

On the week-end of August 21-22, several members of the Wings Soaring Club of Philadelphia, Pa., took their Stevens-Franklin Utility to the seashore to test gliding and possible soaring conditions. Site of operations was a half mile stretch of mud and hard packed sand at the end of the long sandspit directly north of Barnegat Inlet, which is about 40 miles up the coast from Atlantic City.

Credit for the discovery of the site goes to W. Wistar Brown, who played host to the party at his family's cottage at Mantaloking. It took a good deal of pushing to get the cars and trailer out of soft sand, but the take-off site proved well worth the effort. Conditions at about 10.00 A. M. Saturday were such that soaring from auto tow might have

been possible as a long line of cumulus clouds were building up and drifting inland across the Bay. However, by the time the ship was set up at noon, the clouds had been pushed way back by a strong, cold south wind that set in and blew all the rest of the day.

Lewin Barringer made the only flights the first day and was able to get about 750 feet altitude with 1,000 feet of tow line. Despite the fact that the wind velocity was sometimes over 30 m.p.h., it was very pleasant flying, as the wind blowing in off the water was very smooth. During the last tow, Lewin was able to fly the ship backward at about 5 m.p.h. and then make a pretty close approximation of a vertical gyro landing.

On Sunday, 360s were also made by Wistar Brown. Helen Barringer and Eliot Noyes made low flights across the 5-10 ft. sand dunes. There was a high overcast and little wind, and the only lift encountered was over the shallow water of the bay, which showed a sinking speed of only 1 ft. per second for the Stevens-Franklin for an appreciable length of glide at 300-400 ft. altitude.

NEW YORK

On August 28th, Art and Mrs. Schultz took advantage of the American Airlines' award of a round trip between Buffalo and New York City, which he won by qualifying for the first Silver C at the National Contest. He says he got a great kick out of flying over the Pocono Mountains and Harris Hill at Elmira, and could pick out some of the fields in which he had landed with his ABC sailplane.

Bob Auburn and a friend recently made the flight from Newark to Miami and return on Eastern Airlines, which was the award he won by his flight from Elmira to Groton, New York, the longest distance flown by a utility during the Contest.

COLUMBUS DAY MEET

The Metropolitan Soaring Association of New York City announces a four-day meet to be held over the Columbus Day week-end, October 9, 10, 11, and 12, at Ellenville, N. Y. Following this meet the M. S. A. will conduct a series of three-day meets over holiday week-ends for the balance of the year.

PENNSYLVANIA

The Wings Soaring Club of Philadelphia is planning a busy season at Wings Field following the return of the club's Stevens-Franklin from the Mid-

western Soaring Meet in Michigan. Lewin Barringer is doing the instructing and has half the members past the 90° turn stage.

Ben Levene reports that he has bought Ted Bellak's Cadet, which was cracked up when the trailer overturned on the highway en route to Ellenville last spring. Ben says that repairs are well along and the ship should be flying again in a few weeks.

TEXAS

From Robert Lee Moore of Gainesville, Texas, comes word of two clubs in his part of the state. The Red River Glider Club of Gainesville, of which he is secretary and treasurer, is busy constructing an English Dickson primary which they hope to have ready for flying this fall. Mr. King, a sportsman pilot, has given the club permission to keep the ship in the hangar at the local airport.

Another club is under way in Denton, where a group of young men, headed by Duane Skiles, have bought the Franklin formerly flown by Don Stevens in Glendale, California. With this ship they have done a lot of flying this summer. Besides Duane, who has gone off to Randolph Field for his army training, the club membership consists of Charles Lamar, Bob Smith, Ralph Barksdale, Billy Mars, William Harry Brooks, William Baldwin, Billy Graham, Charles Floyd, and Vangene Skiles.

WASHINGTON

Amos Wood, Jr., of Seattle, writes that he and Bill Myers recently bought a sailplane which is a sistership to McAllister's "Yakima Clipper", shown in the March issue. It is essentially a Darmstadt design with 51 ft. full cantilever wing. They feel that they have plenty of "Silver C conditions" out there and hope soon to take advantage of them.

CLUBS

In a future issue of SOARING we will publish a list of the gliding and soaring clubs in America. We would appreciate the secretaries of clubs recently formed sending us the name, location, officers, ships owned, and other details of their respective clubs.