

## FIFTH *and* FINEST



### An Account of the 5th Annual

### Glider Meet of the Associated Gliding Clubs of New Jersey

Held, as usual, over the Labor Day weekend, September 3-4-5, at the Schley Field near Liberty Corners, N. J., the fifth annual meet of the Associated Gliding Clubs of New Jersey was highly successful. With perfect weather for soaring, as well as for spectators, a total of nearly 10,000 persons witnessed the events over the three days. There was keen competition among the pilots and state records were broken in three categories.

For years, Gustave Scheurer, under whose fine leadership this site was prepared, has maintained that it possessed good soaring possibilities. His claims were amply substantiated on Sunday, the fourth. With a gentle S to SW wind setting in at 11:00 a.m., Don Lawrence took off in a Cadet utility and stayed up for 15 minutes before landing in the official field in the valley below. By noon, five more ships were in the air and, as the wind increased, three made extended ridge soaring flights. Stan Hruslinski, in the Kestrel, did 3 hr. 23 min. Herbert Sargent, in the Schweizer all-metal utility, did 2 hr. 12 min.

Floyd Sweet, of Elmira, climbed his Rhönbuzzard to 3,000 ft., set off cross-country, and successfully reached his goal of the airport at Caldwell, a distance of 25 miles. His best altitude was 5,500 ft. Henry Wightman, Steve Orban, and Gus Scheurer, flying duPont, Cadet and Franklin utilities, respectively, made shorter flights. Hank encountered a downdraft, so had to land in the valley. A slight bit of damage to a wing-tip forced his ship out of competition, so he flew Gus' Franklin in the remaining events.

The three scheduled events included endurance, spot landing, and bomb dropping. Each pilot was given two trials in the latter two events, the average of his performances making his contest points. Points were also awarded for places won. Due to the strong cross wind on Sunday, the trials were postponed until the following day.

Henry Wightman placed first in both these events. In the first he smashed Gus Scheurer's four-year state record of 6 inches, with 4½ inches from the peg. His second trial was 3 ft. 10 in., giving him an average of 2 ft. 1 in. The most outstanding flight was that of Stan Hruslinski, late Monday afternoon, when he spiraled to 3,200 ft., after releasing from winch tow. As he reached this altitude, Floyd Sweet arrived in airplane tow and joined him.

Henry Wightman amassed a total of 1065 points, which gave him his third state championship. Stan



Stan Hruslinski with the Kestrel

Hruslinski, who won the endurance event, placed second with 665 points. Steve Orban was third with 647.

The Breeze Trophy was again presented to Henry Wightman by Mr. J. Mascuch, the Club Trophy was given to the Aero Club Albatross, and the Newark Sunday Call Trophy for the most outstanding flight of the meet was won by Stanley Hruslinski. Despite small entries, due to the events in Frankfort, Michigan and Cleveland, Ohio, the results were far ahead of any previous meet.

#### Statistics of the Meet

Best Distance: 25 miles	No. of gliders: 7
Best Altitude: 5500 ft.	No. of pilots: 9
Best Duration: 3 hr. 23 min.	Total flying time: 13 hr. 5 min.

### The Stanley Sailplane

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automatically connecting by means of cast fittings, eliminating any further hooking up or adjustment. In the cockpit are rudder pedals, Dep control wheel and column, flap lever (located, for convenience, in the same position as the throttle occupies on a power plane), landing gear retracting handle, and towing cable release handle.

#### INSTRUMENTS:

Provision is made for the installation of the following: Sensitive altimeter, airspeed indicator, bank and turn indicator, variometer, and five-meter transceiver, all of which are now installed. To be added are controls for a small broadcast receiver, and a compass. As now equipped, a small retractible venturi tube extends from the left side of the fuselage, but is to be replaced by an electric turn indicator run from storage battery. The entire ship is electrically bonded for radio reception, and is equipped with navigation lights for night flying, principally for towing at night or to permit legal take-offs before dawn. Radio antenna is telescoping and retractible.

#### STRUCTURAL DESIGN:

In the structural design, those criteria formulated by the Department of Commerce Bulletin 7a and Special Memorandum MM-11, CAR 05, have been rigidly followed on all points involving safety of aircraft.

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