

meteorology fundamentals and led the discussion on cumulo-nimbus clouds. Wolf Hirth's contributions were most valuable, as were points brought out by Stanley, John Robinson and other pilots.

Fortunate were the less experienced pilots in avoiding trouble. They realized their limitations and stayed out of difficulty vowing, no doubt, to return another year with good instruments and as much instrument training under their belts as they could afford. Udo Fischer's experience may have served as a warning, though Udo used his head like a veteran.

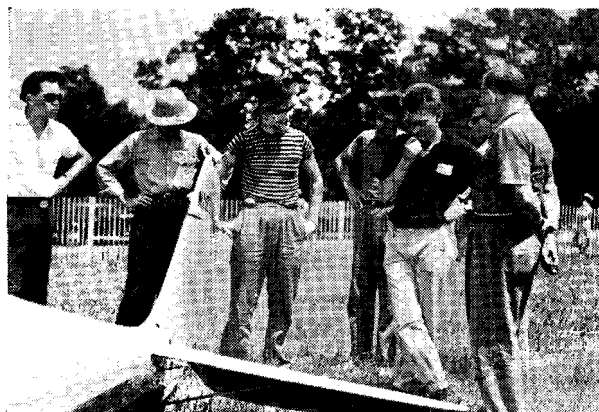
Unfortunately, for us, we saw very little of Chet Decker during the contest. He certainly went to town on distance, piling up the greatest mileage total in history for a like period—1,149 miles. When one considers that in 16 days Chet made 10 distance flights—his longest 233 to Atlantic City and five of them over 100 miles—that really is something. He worked hard for the Championship and we all feel that he earned it.

Another fellow who deserves recognition is Warren Merboth. He flew Richard duPont's famous old Bowlus—duPont Albatross last year for the first time and made his Silver "C." Built in 1933, it is a slow cross-country craft when compared to more recent designs. Yet Warren placed third place on contest points with it this year making a total of 823 miles on nine cross country flights and was second on distance with a flight of 202 miles to Roosevelt Field on July 2nd.

Many of the Group II or "C" pilots did a lot of concentrated flying off Elmira Airport, which was used simultaneously with Harris Hill. The Randolph Meeker and the Chicagoland winches were used almost continuously during the contest with highly satisfactory results. Tows in excess of 800 feet enabled pilot after pilot to connect with thermals, reach clouds and soar cross-country.

The significant fact about the airport flying is that it conclusively proved what has been realized by many in the past, that one does not need hills in order to soar. Flat country, with a large enough area for launchings is even better under light, variable wind conditions when thermals are good. Another point might be brought out while on the subject of soaring from low-altitude starts over flat country. Pilots have learned, as a result of the airport work, not to give up too readily in cross-country flying. Richard duPont was one of the first pilots to employ the technique of winding a sailplane into a tight spiral when caught with only a few hundred feet of altitude over a likely field, frequently stirring up a thermal and climbing several thousand feet. More pilots did this same thing this year with gratifying results.

Steve Orban and Inspector Girtan have Don Lawrence on the spot.



Loomis

Two-place sailplanes are very definitely on their way in. Jay Buxton's Transporter was in the air with passengers almost continuously during the pre-contest period, and the crack-up on the afternoon of June 23rd was tough on everybody. The accident occurred in a cross-wind take-off from Harris Hill, when a down-gust caught the left wing and the glider rolled over. The winch crew, fearing trouble, cut the power, and the ship stalled, turning on its back. Essery would have shown us a few things, but it had to be left to Lew Barringer and Don Hamilton, as pilots of the two Schweizer sailplanes, to carry on. Lew's new American altitude record for a flight with a passenger was 8th highest for the contest out of a total of 138 altitude flights to exceed the minimum requirements. Lew made a 45-mile trip on that flight and Don took Dr. Eastman Jacobs 35 miles to Towanda. On another occasion, Don played around with some clouds for four hours with J. Arnot Rathbone in the rear seat.

Speaking of the operations angle, the plan of having operation teams and launching equipment from different parts of the United States worked out very well. There were Jay Buxton and his assistant, Chester Horrocks, from California, Gus Scheurer and George Law from Jersey, R. E. Franklin and John Nowark, with Randy Chapman pinch-hitting for the latter, from Michigan, and a final team made up of Paul Hepburn from Southern California and Bill Parks from Akron.

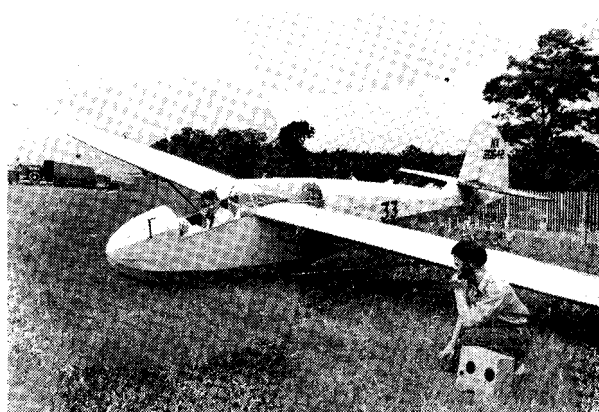
The University of Alabama sent a tow-car up with Woody Fox and Bob Green as operators, and Chet Decker supplied two more cars with Ken and Bill Findiesen at the wheels. Pete Bonateaux started off doing a swell job on one of Chet's cars and, in addition, taking over the responsibility of equipment and field details. Illness at home forced him to leave and he was missed.

The M. I. T. winch stayed on Harris Hill and Burt McNall and Ron Shainin stuck with it all the way through the pre-contest and contest in truly dependable fashion. Meeker's winch and Bob Blaine's of Chicagoland Glider Council, which was operated by Fred Eade of Purdue, took care of the airport, as has been mentioned. Because of a lack of North winds, the launching area at the foot of South Mountain could not be used, although it was tried out.

There's a lot that could be added about the contest. The work of the Barograph and Flight Records depart-

(Continued on page 13)

Installing radio in a Schweizer.



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