



Stan Corcoran with the Cinema I. He flew the Cinema II in this contest.

NOVEMBER

SNOWBIRD

by Robert Auburn



An investigation of the possibilities of year round soaring activity was the idea behind this three-day informal contest at Elmira. The affair was believed by all concerned to be exceptionally successful, and demonstrated that soaring activity need not be limited only to the warm summer months. This is particularly encouraging to glider owners, or prospective owners, who desire a substantial reduction in cost per hour of flying by being able to operate during every month in the year. It also suggests that the modern sailplane might well be equipped with a tight enclosure and cockpit heater for added comfort. A total flying time of 15 hours and 9 minutes was recorded during the meet as official flights, in addition to numerous ones not exceeding the minimum requirements. Consensus of opinion among pilots and spectators at the meet was that the "Snowbird" contest should be scheduled as an annual affair.

The first two days of the contest dawned bright and clear but with little wind and no thermal activity. There were no official flights on these two days, and operations were limited to short winch tows and airplane towing. The final day, however, showed promise early in the morning, and by 10 o'clock all ships were on the line ready to be launched for an attempt to soar. By noon the wind had increased to a velocity that made ridge soaring easy. Launching operations were handled smoothly by winch tow, operated by a volunteer crew, and who are to be congratulated on their wonderful cooperation and apparent high resistance to the low temperatures on the hill. One of the first ships to soar was the Soaring Society Schweizer two place with a passenger, and flown by Bob Auburn. Bob turned in the best duration of 271 minutes, with Stan Corcoran in the Cinema II as close second with 269 minutes. Thermal activity was found to be very light and consequently the altitudes attained were small. Floyd Sweet gained the best altitude of 550' above point of release, with Stan Corcoran next with 500'. A total of seven ships were credited with official flights and the \$240 prize money was distributed on a point award basis. Stan Corcoran accumulated the highest number of points and was awarded a gold trophy cup as winner of the Contest. One of the outstanding events of the meet was a tricky dinner with all the trimmings on Saturday evening, November 25. Several hundred friends of soaring gathered in the headquarters dining room to eat turkey and afterward en-

joyed a program of sound movies taken at the National Contest. Each portion of the evening's program was favorably commented upon with special commendation of the fact that there were no speakers.

Listed below are the actual flight results:

STATISTICS						
Pilot	Ship	Duration		Points	Place	Award
		Alt.	min.			
Stanley Corcoran, solo	Cinema II . . .	500	269	199.3	1	\$88.50
Floyd Sweet	Rhonbussard . .	550	80	129.5	2	57.50
Robert Auburn, pass.	Schweizer 2-Pl.		271	100.0	3	44.40
Youston Sekella	Franklin	10%	97	35.8	4	15.90
Stanley Smith	City of Utica . .	10%	75	30.5	5	13.55
Loren Petry	Franklin	10%	61	24.7	6	10.90
Leslie Barton	Kestrel		56	20.7	7	9.20
Total: 15 hrs. 9 min.						
150 flights from winch tow.						
10 flights from airplane tow.						
10 ships entered.						
22 pilots entered.						
Estimated public attendance—including Thanksgiving before the contest: 6,000.						
Bomb dropping contest:						
Youston Sekella, 85', awarded 1 coil rope.						
Professor Terry, 88', awarded 1 coil rope.						
Consolation prize, 1 coil 5/16" rope awarded to Hudson Valley Gliding & Soaring Club.						
Alpert's Trophy Cup awarded to Stanley Corcoran as winner of contest.						
BONUS SYSTEM						
To make the contest more interesting, for all entrants, bonus percentages were set up. However, the bonus was not set high enough to seriously jeopardize the sailplanes' chances of coming out on top. The bonus percentages were as follows:						
	Altitude	Distance	Duration			
Franklin	40%	100%	10%			
City of Utica	40%	80%	10%			
Kestrel	10%	25%				
Cinema	10%	10%				
Schweizer 2-Place	10%	10%				
Bussard						
OFFICIALS						
Contest Director: Maurice L. Waters.						
Contest Committee: Stanley Smith, Stan Corcoran, Maurice Waters.						
Contest Secretary: Florence W. Palizay, Association of Commerce.						
C. A. A. Representatives: Milron Girton, John Sommers, Earl R. Southee.						
Operation Assistance: Elmira Aviation Ground School, Southside Aeronautical Association, Elmira Gliding Club, and the Association of Commerce.						
Meteorological Service: Capt. Clifford J. MacGregor.						
Barographs: Floyd Sweet, Robert A. McDowell.						
Statistics: Sterling Reynolds.						
Timers: Youston Sekella, Franklin K. Iszard, Maurice Waters.						
Winch: Richard McGrath, Frank Merrill, W. "Buck" Rogers, Stan Wilcox, Ken Durham, Rex Hildreth, Gunnerd Haslund, Tom Wood.						
Retrieving Car: Robert Boardman and crew.						
Public Address Tower: Earl R. Southee, Calvin K. Snyder.						
Tow plane: H. M. Peters.						