

the Elmira Amateur Radio Association and the American Radio Relay League. All take-off sites will be connected by radio to headquarters. The take-off officials and winch operators will also be able to speak to each other over the air. The effectiveness of the radio network was dramatically illustrated in one of the few accidents which have occurred at National Meets. (There have been no fatalities). A pilot spun in at a take-off site where there was no telephone. The radio operator notified headquarters and it was estimated that the ambulance started from Elmira before the spectators reached the crash.

The call letters W8USA have been assigned to the station on Harris Hill for the duration of the meet for communication with the outside world.

For the first time since National Meets have been held, the weather forecasting service will not be handled by the contest. The United States Department of Agriculture has agreed to furnish reports twice a day and render all possible service. There is a weather station near Elmira.

An extensive entertainment program has been planned to provide for both the more serious as well as the lighter sides of social enjoyment. The high point in the case of the former, of course, is the joint meeting of the Institute of the Aeronautical Sciences and the Soaring Society, which comes the middle week-end, starting Friday, June 30. The various technical sessions will comprise the most important consideration ever given to the various aspects of soaring in this country.

With regard to the lighter side, in addition to the usual theater parties and picnics, a group of pilots who made their "C's" during the first three contests and those other individuals who assisted to put those contests across have decided to found a QB of soaring to be known as the SP. Their first Annual Soar is scheduled for Sunday evening, July 2.

Another high point is a party to be planned and conducted by the out-of-town people who are here for the meet. The ballroom at the Rathbun Hotel will be turned over for a dance and show which will take place on the Monday night before the fourth. It has been proposed that the members of the Elmira Area Soaring Corporation be invited to the party as guests.



Meteorologist releasing balloons for weather forecast.

A typical day during the contest will be somewhat as follows: The senior officials who will make up the National Contest Committee will start the day off with a meeting at 8 A. M., in order to plan the day's program. In the meantime, the junior officials and other launching team personnel will get all launching equipment in readiness for the day's work. As announced previously, we shall have four separate launching teams and a Harris Hill field detail, the latter being made up of Elmira Aviation Ground School Students.

The pilots' meeting will start promptly at 8:30 A. M. and its duration will depend on the weather forecast for the day. On days when flight operations can be commenced early, the meeting will be brief — just long enough to announce the day's flight program, give the weather analysis and take care of any special announcements. Pilots will then get their barographs in the new technical operation quarters in the basement under the new dining hall. If there is to be any activity at the airport and the take-off field at the foot of South Mountain, the launching teams will leave immediately for their stations and get ready to operate, while the radio communications personnel will set up and establish contact with headquarters.

Because of the fact that the new hangar is still in the process of construction the area where gliders were parked last year has been reduced in size. The gliders of Group 1, or Silver "C" pilots, will be set up outside the fence on the east side of the field while the gliders which belong to Group 11, or "C" Pilots, will be parked on the opposite or west side.

Launching operations call for keeping the runway clear at all times, with the gliders taking off from the east or west of it, depending on wind conditions. While details of the launching procedure will be explained to pilots at the pilots' meeting, it might be mentioned here that gliders will be kept off the field at all times, with the exception of the one that is about to be launched and a second glider stationed behind it, to follow. To avoid congestion on the field, handling teams of three, from the field detail, will move the craft on the field, and only the pilot's crew captain will be permitted to go out to the launching point. The reason for this regulation is obvious—it is to increase the efficiency of operations and to insure greater safety.

As announced in the rules and regulations, on Harris Hill the group 1, or Silver "C" pilots, will be given launching precedence. This rule does not apply to take-offs from other launching sites.

A special program of airport events and ridge soaring will take place every afternoon, beginning at 3:30. On special occasions, daily prizes will be offered for such events as spot landings and glider assembly races.

The flight records will be maintained on a 32-foot board in the basement offices. Protected by a wire screen, they will be visible to everyone, and all flight performances and point standings will be maintained, up to date, by the records clerk. This permanent record of the contest will be written from day to day on this board. What that story will be no one can predict, but it will be interesting and eventful—and we hope the best one in the history of our Soaring contests.