

Tuesday he flew a passenger from Wichita Falls to a point north of Lawton, Okla., 64 miles.

Woody Brown piloted the first ship off with his pre-announced destination as Wichita, Kansas. Woody was carrying 300 pieces of special cachet collectors mail. He cut from the tow line at 10:00 A.M., headed due north, and landed at the old Cessna Airport after a flight of 280 airline miles; Duration—7 hours 30 minutes; Altitude—7600 feet; to make a new American distance and altitude record, though they have not been made official as yet. On his return, more than 200 people waited to receive him as he crossed the state line. Brown was received at Burkburnett by Wichita Falls city officials and Burkburnett authorities. He entered Wichita Falls heading a two-block long procession, with state highway patrolmen and local police officers leading the way with their sirens screaming. Paul Seeds' Texans were waiting for the main reception, staged in front of the Majestic Theater, and were playing as the welcome group rolled into sight. Brown was officially welcomed back to the contest city by Bill Hood, president of the Wichita Falls Junior Chamber of Commerce, sponsoring organization of the second annual Southwest Soaring Meet. He was accompanied in the car as it paraded through the streets of Burkburnett and into Wichita Falls by Mayor W. E. Fitzgerald, Kindel Paulk, president of the chamber of commerce, and Judge A. H. Britain, chairman of the Chamber of Commerce aviation committee. Brown's arrival caused more excitement than anything which has happened at the border of Texas and Oklahoma in years. With sirens wide open, the state highway patrolmen and Wichita Falls police escorted the committee. Huge crowds of residents of the area had gathered to aid Wichita Falls in the reception. Brown jumped out of the car and seemed to try to get behind the crowd as shouts arose from those standing on the river banks. Hood extended the first welcome as he grabbed Brown's hand. The crowd crushed around the hero. The committee hustled Brown into the official car. They formed a parade through Burkburnett, and almost every resident of that town turned out to hail the record-maker.

On Wednesday, June 7th, Vernie Ross, of Wichita Falls, spun his red and silver ship in from 75 feet. Vernie lost flying speed and made a three quarters turn spin, landing the ship on its nose. His ankle was badly crushed and cut. He received other minor cuts and bruises. The ship lost speed in a turn made in order to avoid crashing into the ships on the line.

Harvey Stephens cut from the tow line on Thursday with Tulsa as his goal. He had the misfortune to crack his ship on a post hidden in a corn field. The post completely demolished the right wing and nose of the Zanon. The ship was thrown over on its back and Harvey was suspended in the ship upside down and could not release his safety belt until help arrived. Harvey was besieged by a tribe of young Pawnee Indians who insisted on tearing his ship to pieces to get the bright red plywood. Harvey, in self-defense, finally tore a portion of the plywood from the ship and handed it to the young Pawnee bucks.

Dick Essery, San Diego pilot, was awarded the prize cup of the second annual Southwest soaring meet for his championship performance during the week-long con-

test. Presentation of the championship trophy, offered by *The Record News and Times*, was made by J. H. Allison, vice-president of the Times Publishing Co., at a banquet honoring the pilots and their ground crews. Three other trophies and \$650 in cash prizes were awarded the pilots with Woody Brown, San Diego sailplaner, being presented the altitude cup by H. A. Gray, Chamber of Commerce soaring enthusiast. The cup was offered in the contest by the W. L. Buck Co.

Brown was also presented by Fulcher Armstrong, manager of the Wichita Falls municipal airport, a barograph, which was donated by Col. W. T. Knight in recognition of Brown's record-breaking distance flight from Wichita Falls, to Wichita, Kansas. In behalf of the Junior Chamber of Commerce, Ed Napier presented Jack Begley and Jack Bryant, co-chairmen of the Jaycee aviation committee, with loving cups in appreciation of their efforts in directing the meet. A barograph, offered by members of the Wichita Falls Junior Chamber of Commerce, sponsors of the meet, was presented to Jay Buxton by Kindel Paulk, senior chamber president. Essery, as point man of the meet, won a cash award of \$229.57. Second place and \$160.17 went to John Robinson, San Diego pilot, who piled up mile after mile in distance flights but was unsuccessful in completing his goal flights. Woody Brown came through third high on the point rating to win \$115.66. Fourth place and \$72.06 went to Bob Buell, Purdue University flier; fifth place and \$31.00 to Harvey Stephens, Los Angeles actor sailplaner; sixth place and \$22.66 to Delbert Booth, Purdue University, and seventh place and \$18.89 to Vernie Ross, Wichita Falls' lone entrant in the meet and brother of Harland Ross, West Coast sailplane designer. A sound movie on soaring completed the program.

Spot landing and Bomb dropping—Essery 1st.
Spot landing and Bomb dropping—Brown 2nd.
Spot landing—Booth 3rd. Bomb dropping—Buell 3rd.

Dick Essery	2567.3 points
John Robinson	1793.7 points
Woody Brown	1298.4 points
Bob Buell	813.2 points
Harvey Stephens	348.8 points
Delbert Booth	252.2 points
Vernie Ross	210.3 points

The plan for next year is to hold the contest for fourteen days with flying every other day. This plan would put the long hop boys on an equal basis with the short goal flight boys. It will give the pilots and crews time to return to their starting point and rest. The committee is also considering a six-leg sailplane race to start and terminate at Wichita Falls. The race is to be started six days before the official opening of the contest and start at Wichita Falls, and make a town a day in a large circle with the winch following behind to make the starting tows the next morning. This was proven possible at this year's meet by flights of 100 miles on dry thermals without the benefit of clouds. The entrants in the tour will be awarded points toward the contest and there will be prizes for first, second, and third place in the race, which is to be run on the time basis.

The ability of the pilots to fly every day of the meet proves conclusively that the flat plains region is the ideal soaring country.