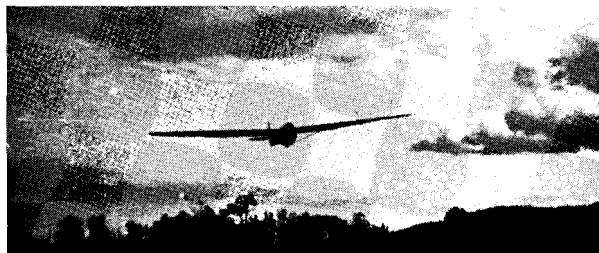


The Schweizer Utility of the Hudson Valley Club



Coming in to land at Elmira

Hudson Valley FALL MEET

by Lewin Barringer

As I drove through the hills of northern New Jersey about ten o'clock on the morning of Saturday, October 14, my spirits were very low. Black clouds hung overhead and it was starting to rain. Soon, however, my companion, Stewart Gillespie, heard me shout for joy as we topped a rise and saw far ahead a low line of blue sky. This was a cold front and, if we knew the signs, we should soon have fresh northwest winds and thermals.

We arrived, shortly, at Wurtsboro after Herb Sargent made the first flight—a winch tow at 10:39 A.M. in the "Cruller," the Hudson Valley Club's Schweizer utility. He was followed by Paul and Ernest Schweizer, and Ed Quarterman flying the same ship, and Youston Sekella and Tom Grieg flying the Elmira Club's Franklin. Best duration was 2 min. 5 sec. As the Airhoppers 2-place was not yet assembled they kindly invited me to take a hop in the smaller Schweizer.

The wind had picked up to 15-20 m.p.h., so I was easily able to climb over 700 feet on a tow from the Model A winch. I found ridge lift, but with it a good deal of turbulence and unexpected downdrafts. To play safe, I came in after a flight of just under six minutes.

Next came Floyd Sweet and Atlee Hauk for a couple of 360s. At noon Youston went up for 4 min. 45 sec. in the Franklin. Then came the first real soaring flight of the day and the first of four new "C" licenses won at the meet. Paul Nissen made a high tow and slid back to the ridge with little loss of altitude. In no time at all he was in a strong slope wind and gaining altitude rapidly. Suddenly, as we watched, the ship lifted straight up vertically several hundred feet while headed into the wind as Paul encountered a strong thermal. He reached an altitude of 3500 feet and followed along a cloud street into the wind several miles before coming back and landing, after 27 minutes aloft—a fine flight with none-too-easy conditions.

Next soaring was done by Herb Sargent who came down after 18 minutes to let others have a chance. Then Youston climbed high up the slope in the Franklin, got blown back and disappeared from view over the ridge.

Don Lawrence took off soon afterwards in his beautiful yellow, high performance sailplane and reached 3600 feet in a 20 min. flight. Paul Schweizer followed with a fine ridge soaring flight of 11 min. to win his "C" license.

At a quarter past two I took off again with Stewart Gillespie as passenger for a real test of August Rasper's "Thermal Sniffers." Stewart is an electrical engineer so was well qualified to do the job. Aiming back

at the ridge with barely 350 feet altitude we had a terrific struggle getting higher. At this height there was the worst turbulence I ever encountered outside a big cumulus. Finally we caught a strong thermal showing 3 meters up on the variometer. With our low altitude of only 500 feet (400 feet below the top of the ridge) and the strong wind velocity, we couldn't spiral but soon rose rapidly by making short figure eights headed into the wind and staying within the thermals this way.

Through all this, Stewart watched the galvanometer as he tried to keep it down in his lap. Every time he called that one wing or the other showed warmer I turned that way whenever possible and found stronger lift. This happened too many times to be just coincidence, especially as we were able to maneuver about with more leeway above 3,000 feet. When we landed, after half an hour, we felt that this first experimental instrument to detect thermals by temperature difference had proved its worth and justified further development work.

Two more "C's" were won by Hudson Valley members in the "Cruller." Atlee Hauk stayed up 23 minutes and Ed Quarterman made a fine flight of 36 minutes. Seven more soaring flights were made that afternoon. Steve Orban kept the Lawrence sailplane up for 1 hr. 45 min. with maximum altitude of 3600 feet. Les Barton did 11 minutes in his Kestrel; Gus Scheurer 17 min. in the S. S. A. Franklin; Herb Sargent, 31 min.; and I made four flights. My last flight was solo after sunset and largely on evening thermals. As the dusk deepened and the wind dropped the lift increased, but, contrary to usual experience, there was still plenty of turbulence.

After showing gliding movies and later seeing a fine
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STATISTICS

No. of pilots...	36	Total flying time	13:00 hr.
No. of ships...	8	Best duration	1:54
No. of flights...	91	Best altitude	3600 ft.

AWARDS

DURATION	
Maximum	Steve Orban
"B" Class	Ed Quarterman
ALTITUDE	
Maximum	Don Lawrence
"B" Class	None
OUTSTANDING FLIGHT	
Best	Les Barton
"B" Class	Paul Nissen
SPOT LANDING	
First—7' 1/4"	Ernest Schweizer
Second—13' 0"	Lewin Barringer
Third—18' 6"	Thomas Grieg