

Results

EASTERN STATES

The Eastern States Contest ended on Sunday, September 10, with a large list of satisfied spectators to its credit, and a record of some of the worst soaring weather encountered in that part of the country. In spite of this lack of cooperation by the powers that be, there was intense activity during the whole meet, and the competition in the airport events was keen. The spirit of friendly rivalry and good fellowship among the pilots was not dampened by the unfavorable conditions.

The Breeze trophy for the individual champion was awarded to Jack Brookhart, who flew the Airhopper's Schweizer two-place. While the weather prevented any soaring performance during the contest that would make headline news, some of Jack's extended flights under extremely adverse conditions were most creditable.

On Friday afternoon, before the final week-end, there appeared one of the most violent cold fronts that ever passed over the metropolitan area. Preceded by several lines of cumulus clouds, which seemed to be continually distorted and blown by very high winds there appeared magnificent white thunderheads piled one above the other until they disappeared from view. From the ground, there was only the barest evidence of haze, but the summits gradually lost their clear outlines and blended into the blue sky with no visible line of demarkation. It was as though they extended higher than the eye could see. The wind blew so hard for two hours before the storm arrived, that it would have been dangerous even to set up a ship. Finally, the storm broke, and for two full hours, pandemonium raged. At last, it was over, and a steady north-west wind began to blow.

On Saturday morning the wind and thermals seemed quite favorable, and flying commenced with great hopes. Ed Errickson led off with a flight of slightly under four minutes in the S. A. A. Franklin. However, it seemed that he used the last available lift. The usual spot landing contest was commenced, with each pilot hoping that maybe he could hit something before he came down. These last minute attempts to use some stray lift caused many pilots to miss the spot by spectacular margins. One of the high spots was the ship that stalled in a turn, and landed, rather unexpectedly, right on the spot. Total damage, one bent strut.

Among the distinguished visitors during the last two days were Commander Ralph Barnaby, who braved the rain and fog to come up from Philadelphia on Sunday. Stan Coes liked his ride so much the week before that he brought his wife with him. Gil Rob Wilson, State Aviation Director of New Jersey, along with many others, was fooled by the rain, and did not come.

The following morning, Sunday, it was wet and foggy as usual, only this time, it was raining. About nine thirty, the rain almost stopped, and a strong south wind set in. Several training flights were made in the redesigned Waco Primary of the Aero Club Albatross, and about eleven thirty, contest flying commenced. On the third flight of the day, Lewin Barringer and Ernest

Schweizer, the chief timer, succeeded in remaining aloft in the Airhopper's Schweizer on ridge lift. From then on flights of ten to fifteen minutes' duration were made throughout the day. They were all terminated by lulls in the wind.

During the afternoon several holes appeared in the overcast, revealing tremendous towers of cumulus clouds. Jack Brookhart, with Art Ramer as passenger, was towed up to try it out. After dodging about amongst the broken whips that blew across the lower edges of the hole, both airplane and glider dove into a large black cumulus. Shortly, the airplane appeared without any glider. The spectators kept their eyes glued on the cloud until it drifted out of sight behind the trees, but Jack was nowhere to be seen. About an hour later, word came that he had landed several miles away after a fairly uneventful flight.

About four o'clock a very unexpected wind shift arrived, accompanied by high wind velocities. It is always a great source of wonder to us why violent wind shifts always arrive late in the afternoon, when there is no time left to make good distance flights. This particular one was so veiled in clouds that nobody saw it coming. Following the shift, a gentle wind blew over the northwest slope, making possible several extended flights in the sailplanes. Everybody was pleased except the airplane pilot, who doubted very much whether he could get his airplane off of the field in that direction. We never found out whether or not he had to wait for a south wind.

Shortly before dark, Commander Barnaby, carrying the Breeze trophy, several newspaper photographers, and about five pilots were observed making their way toward the Soaring Society Schweizer. Investigation revealed that it would be impossible to decide before dark who was the winner of the contest, so separate photographs were taken of Commander Barnaby presenting the trophy to each of the likely prospects.

During the latter part of the contest, a cub was observed circling the field. Operations were stopped, the field was cleared, and everybody waited. Suddenly someone remembered to remove the "X" from the center. Still the ship circled. At last it commenced a very high approach, following a rather erratic course, as though the pilot was undecided about what to do. Finally, as it sailed past the announcer at the P. A. tent, an exasperated voice from inside the ship boomed forth, "How can I take any pictures if you don't do anything?"

During the last two days, some very interesting and entertaining training demonstrations were put on by the Aero Club Albatross with the recently completed Waco Primary. The club tow car is equipped with a special instructor's seat, facing backward, from which Gus Scheurer bellowed directions at the "students" who made all the mistakes in the book, and, later showed the correct way to fly.

The prizes were distributed as follows: The Newark

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