

HUDSON VALLEY

The Hudson Valley Glider Club enjoyed its first day of spring flying at Wurtsboro Gliderport on Sunday, April 28. After a hard morning's work clearing brush on the field, the boys did justice to a picnic lunch served by Miss Dorothy Crabtree. After lunch dry thermals seemed plentiful in spite of a north wind parallel to the ridge and a cloudless sky.

Les Barton was winched aloft about 1:30 and immediately encountered what he described as the strongest thermal that he had ever worked. With a 50 mile airspeed and the green ball of the Cobb Slater bobbing at the top, his Kestral Sailplane was snatched up to 4000 feet in the twinkling of an eye. After 35 minutes of chasing thermals across the valley, Les voluntarily came down almost as fast as he went up, to give Jean Gwyer and Eddie Rogers a chance at keeping this fine ship aloft.

In the meantime, the Schweizer Utility "Half Moon" was kept busy with training flights and an occasional pass at a thermal by Don Lawrence, Herb Sargent, Steve Orban, Ed. (Spark Plug) Quarterman, John Wolbarst, Henry Seels, and Jim McCartney.

After the day's flying, all retired to the Wurtsboro Square Dinner to enjoy one of Jack's fine meals and to discuss plans for the Hudson Valley Spring Meet to be held at the Wurtsboro Gliderport over Decoration Day weekend, May 30, 31, and June 1, and 2. This meet is sponsored by the Eastern States Soaring Association and all pilots are invited to bring their ships.

Wurtsboro

Further proof that ridges are no longer a necessity for soaring comes from Les Barton in the description of his recent flights from Wurtsboro Airport.

"On my third hop there this season, April 28, I climbed on a thermal to almost 4000 feet in a clear sky, wind N. E. Soon after releasing from the winch, I noticed the Cobb registered no sink, so I threw a few circles and soon had the green ball popping. I remained aloft about 25 minutes.

On May 12, wind N. N. W., clear sky, I winch towed to 400 feet and released parallel to the ridge. Again, I hit no sink so I threw the Kestrel over about 45 degrees and was soon in the center of a terrific thermal that carried me to 6000 feet in ten minutes. My stomach felt a little upset from the fast climb and tight circling so I flattened out and headed back for the field. Encountering more thermals, I circled some more to 4500 feet. Then quite contented, I enjoyed the rest of the 1 hour and 30 minutes looking at the vast number of lakes between the hills, the cars on the highways, and the patches of farm land. The mountains, that before looked so towering, now seemed quite flat."

Gene Gwyer, Les' partner in the Kestrel, qualified for his "C" certificate on his second flight in the ship on the same day. Releasing from the tow line, he made a figure 8 and was much surprised to find himself with 1000 feet of altitude for his approach. A few cautious circles got him up to 2300 feet, duration 20 minutes.

NEW JERSEY

George Law recently purchased Richard duPont's H-17 which he is rebuilding under the supervision of Gus Scheurer. If all goes well, he hopes to enter it in the meet this summer.

PENNSYLVANIA  
Upper Darby

Wally Setz, translator of many foreign articles which have appeared in past issues of SOARING, has contributed some interesting news.

"Since the beginning of hostilities, abroad, I've sort of become a relay point for messages between the British and German lads. It's really pathetic how the very ones that are supposed to shoot (censored) out of each other attempt to hold on to their old international comradeships. Most of them see through it all but are powerless to do anything. Already several of these lads have been sacrificed defending principles that are becoming increasingly vague and warped. . . .

"The death of P. M. Watt is a severe blow to soaring. In addition to being a top-ranking pilot, he was an international figure. At the 1937 International Contest on the Wasserkuppe, . . . he not only was high scorer for the British team but he found time to mix thoroughly with pilots from all lands, a difficult feat for any-one flying and retrieving almost 16 hours per day. Regardless of the tension and strain he was under, he was the wittiest person I have ever met. "Willie" Watt could always see the humorous side of any mishap and was continually belittling his own ability and complementing the other contestants. . . .

"Ivanoff is very busy doing engineering work. Sproule (co-holder a year ago of the 2-seater duration record) is on the engineering staff of an aircraft firm, dreaming, when possible, of coming to the Elmira meet. Incidentally, their (Ivanoff's and Sproule's) "Camel" design is available to builders here. Maxi (Naomi Allen, Silver "C" and translator of Wolf's ART OF SOARING FLIGHT) has been lecturing throughout England this winter on soaring. Occasionally she flies a Minimoa but they have 'open season' over there on anything flying over 500 feet."

Western Championship  
Contest

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Several pilots flew entirely at will in every direction over the valley on smooth evening thermals at zero sink. The last one down was Hank Stiglmeier, who had been out-landing condors for some seven hours over Bear Mountain. His ship slid into the field's shadow under a red and purple sunset at 6:32 p. m.

Great interest and enthusiasm was aroused in the region and many new ships are being built for next year's meet. Generally speaking, soaring in Southern California is entering a stage of healthy expansion. People with experience in soaring are building better ships and are flying them better. Next year will see a bigger and better meet, and within two years soaring should become a major sport, recognized and accepted as the most beautiful and thrilling of all, rather than having the present onus of daredeviltry attached to it.

Contest Director: Victor M. Saudek.  
Contest Committee: Lt. Col. J. S. Marriot, Donald W. Douglas, Robert E. Gross, John K. Northrop, Dr. Irving P. Krick, Selby Calkins, Bertrand Rhine, R. S. Stockton; and the Directors of the Southern California Soaring Association: W. B. Klemperer, W. H. Stephens, R. A. Bailey, P. N. Hepburn, Jay Buxton, C. L. Bates, Chas. E. McReynolds, and Major R. N. Cooper.

Total number of flights made—427.

Total mileage flown on distance flights—1,780 mi.

Total time flown—375 hrs.

Greatest altitude recorded—7,070 ft.; above release, *i. e.*, approximately 9600 ft. above sea level.

Greatest distance reached—170 mi.

Farthest goal from which return was made—23 mi.

Longest single flight duration—8 hrs., 10 minutes.

Number of participant sailplanes—26.

Number of participant pilots—40.

The \$1,250.00 purse was distributed in proportion to points won.

Goal prizes were won by:

Essery, \$35—for the first flight to Lebec (Lebec Hotel).

Robinson, \$25—for the first flight to Gorman (Hotel Gorman).

Stephens, \$25—for the first flight to Grapevine (Grapevine Hotel).

Goal prizes offered by the Chamber of Commerce of Delano for a flight to Delano and by various members of the Aircraft Industry for the first flight to Los Angeles were not won, although valiant attempts were made.

Standings of the first 10 pilots:

Name	No. of Flights	Total Points
Woodbridge P. Brown	15	2,108
John Robinson . . . . .	16	1,765
Harland Ross . . . . .	12	1,747
Henry Stiglmeier . . . . .	13	1,665
Harold Huber . . . . .	17	1,464
Allan Essery . . . . .	30	1,456
R. Parker . . . . .	17	1,312
Gus Briegleb . . . . .	19	1,202
Don Stevens . . . . .	19	855
Max Archer . . . . .	13	743

*Jammie Robinson Baby Burt*