

National Contest

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As the day wore on, the pilots reported in one by one. Udo Fischer made an unfortunate landing after a flight of 22 miles and damaged his "Wolf." Walter White made a flight of 110 miles to Lewistown, Pa., a speedy jaunt of 2 hours 22 minutes. Randy Chapman went to Lock Haven, Pa., a distance of 74 miles. William Putnam landed on a turkey ranch near Trout Run, Pa., a distance of 60 air miles from Harris Hill. Richard Johnson completed his Silver "C" requirements when he flew a distance of 81 miles to Lewisburg, Pa., remaining in the air 5 hours 33 minutes. Chester Decker, after his second launching in the face of increasingly poor weather conditions, succeeded in battling his way to Altoona, Pa., a distance of 145 miles. This flight won for Decker the first prize of \$200.00 in the SSA Speed Derby. The goal which was originally Schenectady, New York, was changed on Saturday to Altoona, Pa., since weather conditions throughout the contest had been unfavorable for flights to the former goal.

As the day wore on and all but two pilots had reported in, great tension was felt at headquarters. John Robinson and Robert Stanley were still unreported. Officials, pilots and crew members were busily computing speeds and distances against time and as the hours rolled by, it became more and more apparent that two pilots were lost or had established new American records. As dusk was settling on Harris Hill, two phone calls came in rapid succession. The first to report was Robert Stanley and passenger, Ernest Schweizer, who had landed at Washington, D. C., a distance of 216 miles. This established a new American distance record for 2-place sailplane with passenger.

The second call, a few minutes later, was from John Robinson who had landed his "Zanonia" at Mineral, Virginia, a distance of 290 air miles. Robinson's flight established a new American distance record, exceeding the previous record of 263 miles, held by Woodbridge P. Brown of California.

Sunday, July 14, the closing day of the contest, was hot but the thermals were few and far between. Since all barographs had to be in at 3 P. M., very few attempts were made to pile up official flights. The winch and tow plane were kept busy launching gliders which entertained a large crowd which had gathered on the hill. Several aerobatic exhibitions were given.

The contest for the Parker and Company award resulted in a four-way tie with Robert Buell, Lyman Wiard, Richard Johnson and Howard Blossom vying for first honors with three official contest flights to the credit of each. Lyman Wiard and Howard Blossom succeeded in making their official distances on Sunday, but unfortunately, their barographs were not in on time, so the tie remained.

Sunday evening the closing banquet was held in the Mark Twain Hotel with Mr. Benjamin Rathbun, Elmira wit and humorist, as toastmaster. The outstanding event of the evening was the presentation of the Warren E. Eaton Memorial Trophy which was presented by Mrs. Genevieve Warren to Robert M. Stanley as the person who contributed the most to the art,

sport, and science of motorless flight during the past year. Richard C. duPont, last year's recipient was unable to attend the banquet to make the award.

The toastmaster called upon Robert Stanley, Vice-President of The Soaring Society, who presented the Edward S. Evans National Championship Trophy to John Robinson. Robinson won the award with a total of 2,415 points as against 2,052 for Chester Decker, who, until Saturday, was leading the race.

The speakers at the banquet included Mr. Frederick E. Hasler, Chairman of the Executive Committee of the New York State Chamber of Commerce and Chairman of the Continental Bank & Trust Company of New York, who presented the three altitude awards. Mr. Herbert L. Sharlock presented the coveted Bendix Aviation awards, \$1,000.00 and gold trophy to John Robinson, \$500.00 for greatest distance and \$500.00 for breaking the existing American distance records. Mr. G. Grant Mason of the CAA, who returned for the closing banquet, spoke briefly.

Other speakers were Mr. William L. McGrath, President of the Elmira Area Soaring Corporation; Mr. Herman G. Dunbar, Chairman of the Board of Supervisors; Mayor J. Maxwell Beers; Mr. S. G. H. Turner, President of the Elmira Association of Commerce; Captain Thomas Phillips, President of the Soaring Pioneers; Mr. Earl R. Southee and Mr. Jack Sommers of the CAA and Mr. John Geiss in charge of the experimental division of the CAB training program.

Following is a list of the awards:

The Warren E. Eaton Memorial Soaring Trophy for the most outstanding contribution to the art, sport, or science of motorless flight—Robert M. Stanley.

The Edward S. Evans National Soaring Championship Trophy—John Robinson.

New York State Chamber of Commerce Altitude Awards:

First Prize—\$100—R. Chapman—11,500 feet. Second Prize—\$60—C. Decker—11,450 feet. Third Prize—\$40—J. Robinson—10,275 feet.

The Bendix Aviation Corporation Distance Awards:

First Prize—Gold Trophy and \$1,000—J. Robinson—290 miles. Second Prize—Silver trophy—C. Decker—217 miles. Third Prize—Bronze Trophy—W. White—113 miles.

John Carpenter Utility Distance Award ("C" Pilots only):

First Prize—\$10 and 1 pair Ray-Ban Goggles—Lyman Wiard.

Piper Instruments Awards—to the club owning the ship making the greatest number of contest flights, flown by 2 or more pilots:

First Prize—Airspeed—XYZ Club. Second Prize—Altimeter—Elmira Gliding Club. Third Prize—Compass—Airhoppers.

Parker & Co. Award—\$25 to "C" pilot making the greatest number of contest cross country flights:

Four-way tie—Buell, Johnson, Wiard, and Blossom. Each pilot awarded \$10 through generosity of Parker & Co., and

each will have the trophy for three months.

Pioneer Parachute Award—Back-pack parachute to pilot whose barogram shows greatest rate of climb over a 1,000 meter period: L. D. Montgomery.

Zack Mosley "Smilin' Jack" Award—\$25 for greatest altitude above point of release in a two-place with passenger—Stanley Smith.

Aviation Magazine Design Award—To the most outstanding American Sailplane Design appearing at the meet for the first time. Aero Industries Technical Institute Ship.

Robert M. Stanley Award—\$10 and Ball Bank Indicator to "C" pilot having the greatest altitude—Richard Johnson.

Glider Oil Co. Award—50 gallons of Gulf Gas to the Silver "C" pilot having the most contest points at the close of the day, July 6—John Robinson.

Myers Oil Co. Award—50 gallons of Sterling Gas to the "C" pilot having the most contest points at the close of the day, July 6—Robert Buell.

The Soaring Society of America Air Derby—For the shortest elapsed time from the Warren E. Eaton Glider Field to Altoona, Pa.

1. \$200 first prize—Chester Decker.

Mrs. Genevieve Eaton Warren Point Award Fund—\$1500.00.

Anonymous Award to the Youngest Contestant—\$5.00—Richard Johnson.

Air Trails Aviation Magazine Award—Jardur Chronograph—awarded to Helen M. Montgomery as the outstanding woman pilot.

Mrs. Sherman M. Fairchild Trophy—For total Group duration—XYZ Club.

Samuel L. Willard Silver "C" Award—\$12 to the first "C" pilot to complete five hours duration—Richard Johnson.

The Evans Barograph Award—1 Feiber barograph for the best altitude made by a Group II or "C" pilot—Richard Johnson.

1 Feiber Barograph for the best duration made by a Group II or "C" pilot—Richard Johnson.

Final standing in contest:

GROUP I

1. John Robinson	2415
2. Chester Decker	2052
3. Richard Johnson	1074
4. Randall Chapman	649
5. William Putnam	600
6. Stanley Smith	191
7. Floyd Sweet	152
8. Arthur Schultz	129
9. L. D. Montgomery	100
10. Udo Fischer	95
11. Elmer Zook	84

Final standing in contest:

GROUP II

1. R. L. Buell	751
2. Howard C. Blossom	479
3. Donald Lawrence	449
4. Walter White	447
5. Lyman Wiard	417
6. Helen Montgomery	297
7. Frank Boggs	172
8. Jack Brookhart	172
9. Youston Sekella	140
10. Loren Petry	120
11. Dana Darling	60
12. Donald Hamilton	42
13. Frank O. Schellhorn	41
14. Craig Miller	36
15. C. Kohls	28