

WURTSBORO WINDS

by Lewin B. Barringer

Heralded as the first regional soaring meet of the Eastern States Soaring Association, the four day meet over the Memorial Day week-end holiday, marked another milestone in the progress of motorless flight in the eastern states. This statement cannot be based on outstanding performances as the meet was dogged by hard luck in the way of weather and the best flight was only 12 minutes. Nor can it be implied from a large number of competing ships, as we had a total of only eight, which has been about average for this type of meet. What made it worthwhile was the good number of pilots, thirty in all, and the fact that they came all the way from Nashua, New Hampshire and Washington, D. C., and scored up a new high in good fellowship, co-operation on the field, and general all round sportsmanship.

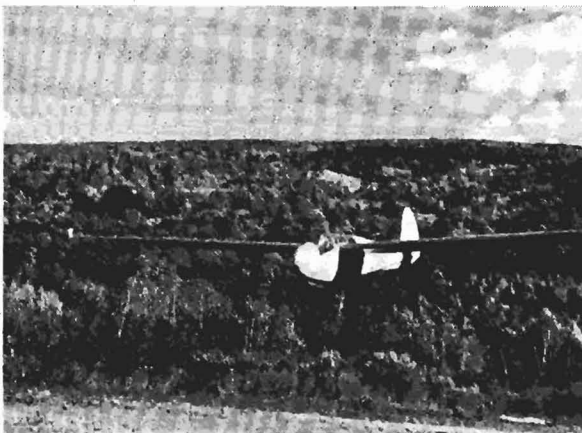
The best flying was done on the first day, Thursday, May 30. Hank Wightman came in first with a fine 12 min. 5 sec. thermal flight in his Franklin Utility, just purchased from the SSA. Herb Sargent placed second with 6 min. 50 sec. in the Hudson Valley Club's Schweizer Utility, "Half Moon." Les Barton was third with 5 min. 58 sec. in his Kestrel.

It is with a heavy heart that I have to report the sad accident that happened at the close of the day and took from us a good and loyal friend. Shortly after sundown, Herb Sargent took off in a Cub light airplane, to give his fiancée, Dorothy Crabtree, a short flight in the smooth evening air.

Taking off to the northeast with Dorothy in the front seat, he apparently did not see a tall tree at the edge of the field and flew through the top of it, the ship striking the ground at a steep angle. His fiancée was killed instantly and Herb died, from complications resulting from his injuries, a week later.

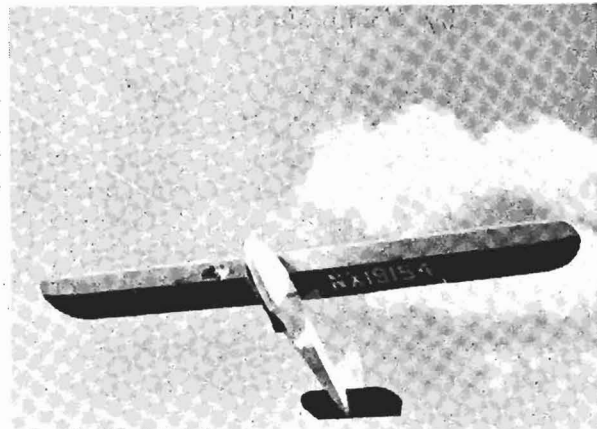
We shall all greatly miss him and we will remember that the best memorial we can put up for him is to do our best to carry on this great sport with the enthusiasm, tempered with conservatism and cooperation, strengthened with loyalty, which were so characteristically his.

Friday it rained most of the day with the result that flying was quite literally "washed out."



Airhopper's 2-Place

Gillespie



Schweizer Utility "Half Moon"

Gillespie

Saturday morning, June 1, the skies were clear once more and hopes for thermals started up better than did the thermals which were few, far between, and definitely on the weak side. With a light variable southwest wind of 0-8 mph, a few flights were prolonged over the wooded knoll across the road. On one flight including a few beats close to the tree tops, I had with me as passenger in the Airhopper's two-place Schweizer sailplane, Winthrop Rockefeller, Chairman of Air Youth of America. He seemed to enjoy his first brief taste of motorless flight despite my landing him in a rough corner of the field.

A great many tows were made with the new Hudson Valley winch, ably operated by its chief designer, Ed Quarterman. This winch deserves a word as it is an interesting variation of the friction drive system used so successfully on several other winches. The chief difference of this one, which is built on a Lincoln chassis, is that instead of wheels on the drum shaft, sections of steel pipe about a foot in diameter are used, bearing directly on the rear wheels. The ample reserve power of the Lincoln engine plus the ratio of the large wheels to the smaller drum shaft seems to make an excellent combination. Best flights this day were as follows: 1. Don Lawrence of Newark, 5:57 in his Cadet; 2. Henry Wightman, 4:20 in his Franklin; 3. John Bemis of Boston in the Schweizer Utility, "Pterodactyl," 4:10. John a member of the Altosaurus Club of Nashua, N. H., came close to getting his "C" on a fine try at a weak thermal which is fine progress as only a few weeks before I checked him out on his first skimming flights!

Sunday, June 2, was a beautiful day with variable, weak winds that started out south and swung around to the northwest. Numerous attempts were made to slope soar on the mountain and some lift was found. Les Barton did best with 8 minutes 22 seconds. Jack Brookhart did some masterly spiralling in the 2-place Schweizer at low altitude to hang on a weak lift over the field for 8 min. William Gwyer placed third with 6 min. 45 sec. in the Kestrel.

Total number of flights for the meet came to 210 which

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