

## SOUTHWESTERN

The Third Southwestern Soaring Contest, after considerable jockeying in dates to coordinate with the National Contest at Elmira, got going on a nice rainy day, June 2. Several California ships that arrived early in the week to chisel a slight advantage by being familiar with the terrain, were fairly well waterlogged and the pilots were pretty good ducks by this time so flew all day between showers. Poor weather prevailed throughout the contest and somewhat embarrassed the boosters of Texas flying weather. However, numerous long flights were made on the very few opportunities for cross country flights.

In the fifteen days of the Southwestern Contest, seven days of which were flyable, the fifteen pilots entered, accumulated 3114 miles of cross country flying. 150 total hours of flying were chalked up by the pilots on cross country work. Eight of the fifteen days resulted in bad weather due to cold fronts moving in from the northwest heavily laden with moisture.

On the days we would ordinarily call conditions fair, the pilots made their best flights. The best distance of the meet was made by Randy Chapman flying the L. I. T. sailplane a distance of 176 miles from Wichita Falls to Aline, Oklahoma. The best duration was put up by Frank Boggs of Dallas, Texas, flying a Baby Bowlus. Duration 7 hrs. 22 min., distance 153 miles, altitude 7220 feet above point of release. This was the second thermal flight that Boggs had ever made. His first flight was for 30 minutes duration above the airport. The same day, four other pilots flew along side of Boggs, but did not make the same distance. Ross flying the Super Albatross, made 143 miles, Robinson, flying the Zaonoia, made 143 miles, Bellak, flying the Dove of Peace, made 143 miles and William Putnam, flying the Midwest, made 89 miles. All of these pilots were shooting for the \$100.00 goal flight money at Amarillo, Texas.

The best altitude of the meet was made by John Robinson. John started on a goal flight to Amarillo in a northwest direction, but a wind shift carried him some 60 miles southwest off of his course. On this flight, he made 12,000 feet above point of release and on the same flight he was matched for distance by Harlan Ross in the Super Albatross.

Dick Essery flying the Baby Bomber with Vic Korski, came in for the greatest share of the prize money offered by Dallas, Texas, for a goal flight. Dick covered 127 airline miles on this goal flight, landing at Love Field at Dallas. A few days before, Dick made a goal flight of 107 miles to Chattanooga, Oklahoma. This same day, John Robinson tried the same flight, but fell short of the Love Field Airport by three miles.

The four members of the XYZ Club, all flying their Wolf, found it difficult to pile up many points individually with the ship available on each fourth day. Mrs. Montgomery, at one time leading the others in points, was rather unfortunate in getting her turn on poor days, so fell behind. As a group, however, the XYZ took home the bacon.

During the contest, few days were good in the morning, and what flying there was, was generally in the afternoon. Cross country flying requiring many hours kept the pilots in the air till late evening or after dark. John Robinson on his flight to Dallas, landed at 7:30 P. M.,



Left to Right, Jay Buxton, William Putnam, Woody Brown, Henry Stigler, Lyle Maxey, Harlan Ross. Those absent when picture was made, John

and Frank Boggs on his 153 mile flight to Turkey, Texas, landed at 7:45 P. M. At this time the flights were continued as straight glides from altitude gained on the last evening thermals.

Bad weather and hard luck dogged the pilots constantly. Early in the contest, Harlan Ross was out several days repairing his Super that couldn't take a landing in a tough spot. Gene Ardelt of Denver, turned his car and trailer over when almost within sight of Wichita Falls, when crowded off the highway in a shower. Ted Bellak left his "Minnie" wings on the floor in the hangar while repairing his trailer, and someone drove a car into the wing to the spar at the gull point. This left Ted out for several days.

Frank Boggs of Denton, Texas, towed his Baby Albatross to Wichita Falls with his Cub and was unfortunate in coming in for a landing before a curious CAA inspector. Frank wasn't a fast talker, so stayed on the ground nearly a week. Frank became a good glider pilot and the only one to fulfill the Silver C requirements, so returned home with considerable loot. Henry Stigler ganged up with Frank by furnishing instruments so each flew Frank's ship on alternate days, rain or shine, without the shine.

Henry Stigler picked up a \$25.00 check for a goal flight to Iowa Park, Texas, a distance of 14 miles. Henry landed the Baby Albatross in a school yard and attempted to take off from the school yard to make a return flight to the base of operation, but the tow did not give him sufficient altitude to get away. Coming in for a landing after the tow a small child ran across the landing area in