

All the stress analyses have been checked and O.K.'d by the CAA for the ATC on the BG-6 Utility, but since no provision is made in CARO5 for removable ballast, it was necessary to prove their point to the Western Engineering inspectors of the CAA and this used up the only time left to run flight tests before the ship left for Wichita Falls Meet. All that remains for the ATC is satisfactory completion of flight tests which will now be run the latter part of July when the ship returns from Elmira.

The BG-7 uses the same fuselage, empennage, and struts as the BG-6, and the basic data has been submitted and approved by the CAA on this version. The rest of the analyses must be checked against the BG-6 original analyses to prove that none of the loads are greater.

There are now 30 Utilities under construction in the U. S. and 5 BG-7 sailplanes. The BG-8 two-place sailplane is well under way, and should be completed within four months. Complete plans will be available for home construction on this two-place which is being submitted for a type certificate.

Southwestern

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AWARDS

POPULAR AVIATION

Championship Pilot Trophy — John Robinson.

WESTERN FLYING ALTITUDE TROPHY—John Robinson.

Southern Flight Magazine, Silver "C" Trophy, Jr. Chamber Barograph Award—Frank Boggs.

AIR TRAILS MAGAZINE JARDUR CHRONOGRAPH WATCH, Best Distance—Randy Chapman.

W. T. Knight Barograph Award.

Wichita Daily Times and Record News Points Trophy—To club owned ship and crew compiling most points—XYZ CLUB.

Clearing House Barograph Award—Helen Montgomery.

Air Associates Compass and Time Piece Award—L. D. Montgomery, Alcide Santilli, Lyle Maxey.

Everts Jewelry Co., Dallas, Texas, Design Trophy; Southern Flight Magazine Sensitive Pioneer Altimeter — Wallace Neugent, Design of Crown City Sailplane.

\$1,000 in cash was distributed on the points award system. The first, second and third place winners were:

John Robinson.....	\$205.00
Dick Essery	\$111.70
Harlan Ross	\$105.50

A few of the distances of the meet:

Baby Bomber	Ross-Stephens	Super Alby
Dick Essery	John Robinson	Harlan Ross
44 miles	158 miles	80 miles
107 miles	170 miles	46 miles
127 miles	18 miles	54 miles
14 miles	120 143	143
22 miles	51 44	44
	84	
Baby Alby.	Midwest	L.I.T.
Henry Stigle-	Bill Putnam	Randy Chap-
meier		man
71 miles	27 miles	176 miles
156 miles	46 miles	10 miles
20 miles	79 87	
	27	
Wolf	Wolf	Wolf
L. D.	Alcid	
Montgomery	Santilli	Lyle Maxey
45 miles	31 miles	78 miles
	11 miles	

Wurtsboro Winds

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gives some idea of the considerable activity.

A list of clubs and pilots participating is as follows: *Altosaurus Club*, Nashua, N. H., Schweizer Utility; John Bemis, Alan Bemis (who flew down from Boston in his seaplane and landed on a nearby lake), Henry Heyl, Dunbar Carpenter, and Albert Sise. *Airhoppers Gliding & Soaring Club*, New York City, Schweizer 2-place sailplane; Bill Dolger, Jack Brookhart, Lewin Barringer, Allen VanName, Ted Priffer, Steve Benis, Malcolm Schenot, Louis Mehmehl, and Win Block. *Schenectady Gliding & Soaring Assoc.*, Schenectady, N. Y. Franklin Utility; Aubrey Coyle, Richard Dalton, R. A. Burt, and Edward Bunke. *Les Barton's group* with the Kestrel, including Les and Bill Gwyer. *Hartford, Conn., group* with Cadet Utility; Frank Schellhorn, Alfred Pepin. *Newark Glider Club*, Newark, New Jersey, Cadet Utility; Don Lawrence, Steve Orban. *Hudson Valley Glider Club*, Schweizer Utility; Paul and Ernest Schweizer, Atlee Hauck, Alvin Yates, Franklin Hurt, Ed. Quarterman, Paul Nissen.

A distinguished visiting pilot was George Abrial, premier French sailplane designer and Silver "C," who is in this country inspecting military aircraft purchased by France.

No account of the meet would be complete without mention of the fine job of announcing done over the public address system by John Wolbarst for the edification of the sizable audience. Quite a group of these interested spectators arrived in several airplanes.

Despite disappointments because of lack of soaring weather, we all did a lot of flying and had a lot of fun. We look forward to more and better get-togethers like this one at this fine site. Only by a number of clubs working together will soaring grow, not only here in the north-east, but also in any other section of the country.

Measurement of Forces

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3. The conditions governing porpoising and means to avoid it would make a worthwhile subject for a specific investigation.

4. The maximum towing force during straight climbs with airplane tow was small as compared with those resulting from other types of tow. Further investigation is desirable to indicate the critical loads in airplane-towed flight.

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