

is this?" His eyes got big as he said, "Man, you're a long way from Pennsylvania. Where did you come from, anyway?"

I soon met the farmer who owned the field and his family, and while they were asking questions and signing my official contest landing card, I found I was close to Mineral, Virginia. Right away I telephoned long distance to Harris Hill, Elmira, N. Y., and reported my position. While we were talking they measured the distance on the map and found that I had soared over Pennsylvania and Maryland, and half way through Virginia; an airline distance of 290 miles, setting a new American distance record for motorless planes.

Counting my contest flight points for distance, altitude, and speed plus bonus points, I was assured that I had won the National Soaring championship for 1940, provided I could get my sealed barograph back to contest headquarters by 3:00 P. M. the next afternoon, Sunday. This was a problem! My car and trailer driven by my ground crew were on the way, but were only as far as Williamsport, Pa., so they couldn't possibly pick me up and get back in time. Mrs. Genevieve Eaton Warren very thoughtfully and generously offered to pay the fare if I would take an airliner to get back in time, for any other means of transportation would be too slow. Everyone was most anxious that this flight be made official.

The farmer provided a nice dinner, a soft bed, woke me up at three o'clock in the morning, and drove me to the railroad station 40 miles away. I reimbursed him for his trouble, boarded a train for Washington, D. C., and gave the conductor my last cent in change for my ticket. Of course, I had more money in traveler's checks, but did you ever try to get one cashed at 7:30 Sunday morning in a railroad station? And all I needed was a nickel to phone the airport for the airline schedules! I finally had breakfast, (the cafe cashed the check), called the airport, and found I had less than 10 minutes to get the plane! The taxi made it with two minutes to spare, and after assuring the pilots that the box I was carrying was a barograph, not a bomb, we took off on a pleasant flight.

We landed at Baltimore, Harrisburg, Williamsport, and flying directly over Elmira, went on to Buffalo, N. Y. There Buddy Winner was waiting for me with his car to drive back to Elmira. After a rather hurried automobile ride, (I hope I never have a faster one) we arrived at Harris Hill Contest Headquarters at just 2:50 P. M., 10 minutes before the deadline.



THE SOUTHWEST AVIATION CONFERENCE

The Soaring Society has received an invitation for its members to attend the "Southwest Aviation Conference at the Allis Hotel in Wichita, Kansas, April 24, 25, and 26. This will be one of the largest aviation gatherings of the year and the conference will cover all phases of aviation's problems.

Wichita has designated the week April 20-26 as "Aviation Week" with fitting program.

It is hoped that the Soaring Society may have a large representation at this conference.

WESTERN CHAMPIONSHIP MEET

The Southern California Soaring Association is again conducting its annual Western Championship Soaring Contest at Arvin, April 12 through 20. It is expected that about \$2,000 in prize money will be available for the competition. The management of this year's contest will be in the hands of Eugart Yerian with field operations in charge of the veteran contest director, Jay Buxton. Indications are that the contest will be even more successful than last year's when several notable distance flights were accomplished.

Last year's champion, John Robinson, will not be on hand to defend his title, inasmuch as he will be in Elmira at that time conducting a glider school for the Elmira Area Soaring Corporation. This should leave the field wide open for competition by a goodly group of newcomers who have shown considerable promise as championship material.



SOUTHWESTERN CONTEST

Due to the pressure of national defense work in the vicinity of Wichita Falls, Texas, the Southwestern Soaring Contest has been called off for 1941.

Jack Begley writes that he is very disappointed that his community will not be able to sponsor the contest this year but states that there is still plenty of interest and that the local club is putting in many hours of flying.

Interest lapsed for a short time following an accident in which the winch operator was killed. This fatal accident was the result of the steel tow cable being carried across a high voltage line. At another time, a wind storm damaged the ship.

However, the boys are up and at it again, putting in many hours of pleasant flying in the "Golden Goose."

VARIOMETERS

JOHN ROBINSON,
National Soaring Champion

is now manufacturing commercially his famous

Super Sensitive Pellet Type Vertical Speed Indicator

The Instrument of Champions
Starts "popping" at less than 1' per second.

Used by Robinson at Arvin, Texas, Elmira, Chicago, and Sun Valley.

\$15.25 Postpaid

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Elmira, New York**