



John Robinson and the Zanoia



U. S. Navy Photo

Left to right: Lt. Cmdr. Stanley C. Fierstein, USN, Capt. W. G. Siegfried, USMCR, Lt. E. J. Wagner, USN, Capt. Ralph S. Barnaby, USN.

## THE THIRTEENTH ANNUAL NATIONAL SOARING CONTEST

August 3 to 18, 1946

THE Thirteen Annual Soaring Contest at Elmira, New York, August 3 to 18, presaged the trend for the next few years in American soaring. While actual performance was not quite as good as the 1941 contest or the California contest, the feeling was that this year was just the icebreaker and that future contests would bring a steady improvement.

That any contest was held at all this year was amazing for the preparations were begun far too late and only the best efforts of Earl Scuthee, contest director; Jerome Wolcott, contest business manager, and George Peck, his assistant from the Elmira Association of Commerce, and our own Capt. Barnaby made it a successful meet.

The performances of all pilots are noted elsewhere. The first ten pilots, points, and ships flown were (1) John Robinson, 3106, Zanoia; (2) Francis B. Compton, 2082, LK-10A; (3) Maurice L. Waters, 1892, LK-10A; (4) J. Shelly Charles, 1879, Minimoa; (5) Clarence See, 1814, Orlik; (6) Raymond Parker, 1748, "Screaming Weiner"; (7) Harland L. McHenry, 1624,

LK-10A; (8) Franklin Hurtt, 1156, Schweizer TG-3 and TG-2; (9) George E. Tabery, 1141, Schweizer TG-2; (10) Charles E. Kohls, 983, LK-10A. It is interesting to note that of these the first five all made flights that earned the 500 bonus points; also that the LKs flown singleplace were well able to keep up with the sailplanes. In the matter of the LK, the ship is basically very good but could stand some cleaning up. When some enterprising person removes the various irritations to the slipstream that exist on the LK, some surprising performances will result.

The participation of the Army and Navy was a welcome addition and the daily pickups of the CG-15 by the C-47 was an education for all. The consistent performance of Lt. Gannon with the CG-15 in the spot landing contest made him a difficult man to beat.

The unfortunate accident on the final day when a Piper Super Cruiser towplane collided with a Navy LNE-1 causing the deaths of Lt. Cmdr. Fierstein and Lt. Linder, his passenger, marked the first time that a mid-air collision had occurred during a contest. Howard Graves, the tug pilot, after dropping his tow rope



Francis and Mrs. Compton and the LK-10A



Maury Waters and his LK-10A



Photos by Loomis and Hall

Shelly Charles and the Minimoa