



Thomas Smith of Elmira, George Downsborough of Mt. Lake, N. J., Margaret McDougall of Rainvow Lake, N. J., Lynd Daggett of Trenton, N. J., Howard Burr of Elmira, Paul Bates of Pine City, and Phil Roberts of Elmira.

Bob Stanley, former national soaring champion, and a long-time prominent figure in gliding and soaring (he is Vice-President and a Director of SSA) saluted the field Saturday, when he flew a P-63 over the Hill several times. It was learned he was enroute home to Niagara Falls from Washington where he had attended a National Aeronautics Association Conference on NAA-SSA relations. Bob is a member of the NAA Contest Board.

The lounge of the Administration Building was a popular spot during the meet. Pilots made bee-lines for the hot coffee urn after each encounter with the wintry blasts. The stimulating beverage was provided by Schweizer Aircraft Corp., with cream by courtesy of Creighton (the Greenspot tycoon). On Sunday afternoon particularly, wives and children of contest participants made up a sizable segment of the large crowd of onlookers. Many persons, observing the little tots toddling around in the lounge, visualized the babes as future soaring pilots.

Open house at the Elmira American Legion Home attracted many meet attendants Friday evening, while a dinner at Hatts Tavern Saturday night was especially enjoyable. Movies taken at the Northeastern States meet here last summer were shown by the photographer, Art Weiss; and for the umpteenth time, the old reliable reels of early national soaring contests were unwound for the edification of all and sundry diners.

Included among out-of-town participants present for the Snowbird meet were: Winnie Block, Philadelphia; Ted Pfeiffer, New York City; Dr. George A. Downsborough, Mountain Lakes, N. J.; Miss Margaret McDougall (sole feminine flyer at the meet), Bloomfield, N. J.; M. Lynd Daggett, Jr., Trenton, N. J.; and Wes Hammond, Retsof.

Other visitors included: Mr. and Mrs. Emil Lehecka, Mrs. Sullivan, Bill Dixheimer, Al Rosse, and Art Weiss, all of New York City; Gus Scheuer and son, Charles, Maplewood, N. J.; Bob Kidder, Buffalo; George Rehill, Jersey City; Bud Windhauser, Syracuse; Clarence See, Baldwinsville; and Mrs. Wes Hammond and daughter Sally, of Retsof.

French Impressions

Reprinted from Les Ailes

Amongst the results of the International Gliding Competition at Wichita Falls, French constructors have enjoyed considerable success, particularly the State Arsenal and its Air-100. . . .

The successes of our team made a very great impression on everyone; they brought back a mass of useful information and it can well be said that the exchange of views and competition with American pilots and constructors were as profitable to our American friends as to ourselves, provided that we know how to profit by our experience.

Gliding in the States is a private sport with no Government help. If, after a few more demonstrations of this kind, the American Government decides, on the insistence of the Soaring Society of America, to enter the field and devote to gliding only a thousandth part of what they now give to aeronautical experiments, we shall not have a chance.

American glider pilots are all quasi-professionals, most of them with thousands of flying hours in aeroplanes and hundreds of hours in gliders to their credit. Some of them are really amazing, and Robinson, for instance, won the admiration of the entire French team.

The competition was extremely close in view of the high quality of the pilots, but the French team was equal to its task, despite its heavy handicap; they were three days late; they had no knowledge of the ground; they were quite exhausted by the rigours of the climate and they had to work day and night to be ready on time.

We would have done much better if we had had a larger team and if we had used our c800 and our training gliders, Emouchet and 310-P. In the hands of a good pilot it is highly probable that the latter would have taken a very honourable place in the competition.

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Local pilots flying in the meet included: Dick McGrath, meet Chairman; Youston Sekella, President, EASC; Paul A. Schweizer, Chairman, General Activities Committee, EASC, and Secretary, SSA; Frank Hurtt, Howie Burr, Bill Frutchy, Maurie Waters, Larry Creighton, George Tabery, Phil Roberts, Frank Rhodes, Paul Bates, and Ralph Emms.

Eleven ships were entered in the informal contest. Schweizers and L-K.s each numbering five, and one Pratt-Read comprised the fleet. Junior Activities Committee Chairman, Phil Roberts, had a large crew of boys doing ground work. Some juniors made a weekend camping party of the meet, sleeping in the cabins on the Hill, buried beneath a dozen blankets apiece.

Two New Jersey visitors qualified for their private glider pilot certificates during the meet, when CAA Representative Frank Hurtt gave tests to "Doc" Downsborough and Margaret McDougall.

Two outstanding facts again were demonstrated by the Snowbird meet: The practicality of all-weather gliding and soaring, and the ever-growing camaraderie among devotees of soaring.