



Bill Jackoway stops his "L-K" inches from the spot.

Ralph Jones

Southeastern Championships

By RICHARD J. COMEY

WHEN I swung off the train at Sanford, Florida, on January 14, I found myself in the middle of one of the coldest air masses ever to hit that community. However, compared to the four-foot snow banks and sub zero temperatures I had left in New England, the landscape was tropical and the winds balmy.

Out at the Sanford Municipal Airport things were really bustling. It was good to see a hangar full of sailplanes again and to join with the little groups that gathered to assemble a ship, install a new instrument, or just to have a bull session on the "king of sports."

Larry Brulin, Contest Manager, "Pop" Krone, President of the newly formed Florida Soaring Association, and Steve Beunis, taking time off from running his Gliding and Soaring School at Sanford to act as Operations Chief, were all busy handling last minute details in connection with the Second Southeastern States Soaring Contest.

The "Pratt-Read" sailplane Steve had fixed up for night flying aroused much comment. The ship carried a six-volt storage battery and, in addition to navigation lights, it carried a sealed beam headlight flush mounted on each side of the fuselage to illuminate the fifty-foot wings on the undersides. To attract a little attention an electric siren had been requisitioned from a jeep crash truck.

The idea was to tow the "Pratt-Read" with lights blazing and siren wailing over all the nearby communities to "get out the gate" for the following day. In flight at night it looked like a ghost ship passing through the sky and the moans of the siren gave the eerie effect of coming from no place in particular. A radio broadcast from the local station was timed with the flight in such a way as to build up a little suspense, but also to inform the public of what was going on

before any "men from Mars" scares got started. Local police and city officials were alerted so they could answer any frantic telephone calls with a plug for the Contest.

January 15, the first official day, was clear and cool. The pilots' meeting found a total of twenty-four glider pilots either on hand or on the way. Fifteen sailplanes and two utility gliders were assembled. Three tow planes were on the line ready to go.

The Contest rules and prizes were announced. The point award fund consisted of \$1000 generously contributed by the Seminole County Chamber of Commerce and the Seminole County Junior Chamber of Commerce. Points were to be earned on the basis of one point a mile cross-country (no minimum), one point for every hundred feet of altitude gained (500



Bill Mikola

Kim Scribner, PAA Captain and Southeastern Aerobatic Champ.