

E. J. REEVES Texas, Motorola Radio (Air Accessories) and 3rd Place Plaque (McKinley); Longest Dist. Flight, goal-prize winners excluded, \$50 (A. Friend); 3rd Aerobatics, flying goggles (Air Accessories); First Golden "C," Trophy (Chance-Vought); Class I, 716 pts.; total, 716 points; total 400 mi.

HERB GIBBONS Calif., four aircraft instruments (Sherman Mach. & Iron Wks.) and 4th Place Plaque (McKinley); 2nd Longest Dist. Flight, goal-prize winners excluded, \$35 (Andrew H. Brown Co.); total, 556 pts.; total, 311 mi.

POP KROHNE Fla., 5th Place, aircraft instruments (Sherman); Most Effort, \$25 merchandise; 330 pts.; 321 mi. EUGART YERIAN Tenn., 6th Place, aircraft instruments (Sherman); 378 pts.; 232 mi. BETTY GIBBONS Calif., 7th Place, weather & alt. computer (Air Accessories); Southwestern Women's Soaring Champion, Silver Trophy (Texas Ind. Life Ins. Co.) and \$25 mdse. (Neiman-Marcus Co.); 159 pts.; 92 mi. RALPH WATKINS Okla., 8th Place, weather & alt. computer (Air Accessories); 3rd Local Duration, soldering iron (Engineering Supply Co.); 121 pts.; 77 mi. BEAUMONT COOLEY Texas, 9th Place, weather & alt. computer (Air Accessories); first Silver "C," most legs \$50 (Thomas S. Byrne, Contractor); 114 pts.; 77 mi. GEORGE LAMBROS Mo., 10th Place, computer (Air Accessories); Longest Local Duration, radio (Southwest Airmotive); 57 pts.; 42 mi.

Harold Woodring, Texas, 2nd Local Duration, Trophy (Chance-Vought); 1st Spot Landing, Trophy (Chance-Vought). Dick Lyon, Calif., 2nd Spot Landing solder-

ing iron (Engr. Supply). J. W. Simmons, Texas, 3rd Spot Landing, weather & alt. computer (Air Accessories). Mrs. W. J. (Mom) Krohne, Fla., Best Crew Chief, soldering iron (Engr. Supply). John Hall, Texas, Best Tow Pilot, alt. computer (Air Accessories). Other participating pilots were Robert Thompson and Gordon Graff.

The International Goal Distance Record Prize of \$500, posted by the Grand Prairie Chamber of Commerce, and four goal prizes totaling \$550, were not claimed.

WE WENT TO BISHOP

(Continued from page 3)

aged to gain altitude up to 16,500 without difficulty, 11,100 ft. above point of release. Golden "C" altitude was accomplished and I felt good. The air was rough, rougher than any I ever experienced in the East, and the lift considerably stronger. I had turned on the oxygen at about 13,000.

My course now was south for Black Mountain and I found myself bucking a wind of about 35 knots. Several times I pushed the nose of the TG-3 down, lost several thousand feet and gained but little in the way of miles toward my goal. The next thermal took me to 17,000, cloud base, and the high point of my flight (a gain of 11,600 above release). This, I decided, was the thermal that was going to take me to Black Mt., and with the aid of one more to cross the last canyon, it did.

Plan now to attend . . .

THE SEVENTEENTH

National Soaring Contest

July 30 to Aug. 13, 1950

Grand Prairie, Dallas County, Texas

Sanctioned by the
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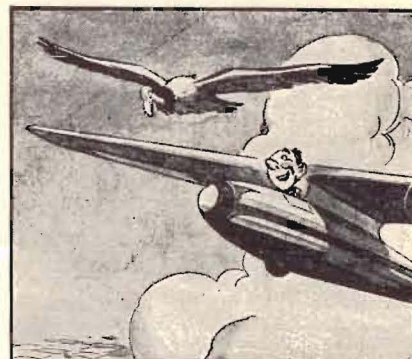
Foreign entrants and visitors are most welcome

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