

every time he comes to Wurtsboro and spends most of the weekend in the Stearman's cockpit.

Herman Kursawe unlimbered his elegant Kirby Gull and took it for a flight recently. He was towed to 5300 feet by Emil Lehecka and remained aloft for over two hours.

Project for coming months: investigation of standing wave, mass ridge soaring flight in an attempt to equal or better Barringer's flight from Ellen-ville to Harrisburg.

On the weekend of October 8-9, the Metropolitan Soaring Corporation and the Airhoppers Gliding and Soaring Club held the annual Columbus Day Soaring Meet at Wurtsboro Airport, Wurtsboro, N. Y. General performance was below par for this New York soaring site, as a stable warm air mass curtailed thermal activities. Very few flights of over one hour were accomplished and best altitude did not exceed 4500 feet. Socially, however, the event was a great success and drew pilots and visitors from Pennsylvania, Massachusetts and California. A total of fifteen pilots and ten sailplanes participated and some forty aerotows were made in the two days of the meet.

The main attraction, of course, was Kim Scribner with his Schweizer 1-23, who put on a beautiful show of aerobatics, smooth and impeccable as usual. L. M. "Bud" Holloway, who also flew Scribner's 1-23, made the longest flight of the meet, 1 hour 35 minutes. Art Millay of the Philadelphia Glider Council reached an altitude of 4500 feet. Betsy Woodward, winner of the Northrop Youth Award for altitude, paid a visit to Wurtsboro and had a flight with Alex Dawydoff in the MSC's Pratt-Read. Jim Klein of MIT flew over with a friend from Boston, and both were taken up in the Pratt-Read by Bill Terry and Don Lawrence of MSC. Don and Jim were lucky enough to catch a couple of stray thermals and remain aloft for 55 minutes. The literary world was represented by Ben Kocivar, Associate Editor of LOOK magazine, and Mrs. Kocivar. Both had rides with Alex Dawydoff.

The busiest pilots during the meet were Stephen C. "Smitty" Smith, who did most of the towing, and Don Lawrence, who gave Commercial Glider Pilot flight tests to Margaret Downs-brough and Al Schmidt of the Philadelphia Glider Council. The other tow-plane was operated by Al Schulburg of Somerville, N. J., who substituted for Emil Lehecka. Emil's PT-17 developed a mysterious carburetor ailment which caused the engine to run better in the inverted position than in normal flight.

Clubs, sailplanes and pilots participating at the meet were: Metropolitan

Soaring Corp., Pratt-Read, flown by Don Lawrence, Alex Dawydoff, Bill Terry and Julius Adamic, LK-10A, flown by Bob Monroe; Airhoppers Gliding and Soaring Club, LK-10A, Ted Pfeiffer pilot, LK-10A, flown by Allen Van Name, Kirby Gull, Herman Kursawe; Philadelphia Glider Council, LK-10A, Art Millay, Winnie Block and Al Schmidt, TG-2, Lynd Daggett; George and Margaret Downs-brough, LK-10A; Kim Scribner and Bud Holloway, Schweizer 1-23. Two of the Airhoppers, Emil Lehecka and By Baker, did not participate in the meet, as they were too busy working on a cure for their PT-17. The ship came to life late Sunday afternoon and by all reports is doing well. ALEX DAWYDOFF, 30-21 48th St., Long Island City 3, N. Y.

1949 SOARING CALENDAR

Sanctioned Soaring Competitions and Official Events

- Mar. 26-27, Apr. 30-May 1, June 4-5, July 2-3-4, Aug. 6-7, Sept. 3-4-5, Oct. 1-2, Oct. 29-30—1949 EL MIRAGE SOARING REGATTA, El Mirage, Calif.
May 14-15 and 21-22—SHAFTER GLIDER SHOW AND CONTEST, Minter Field, Bakersfield, Calif.
May 28-29-30—DECORATION DAY SOARING MEET, Wurtsboro, N. Y.
May 28-29-30—WRIGHT MEMORIAL GLIDER MEET, Dayton, Ohio.
June 2-5—DENVER SOARING CONTEST, Denver, Colo.
July 2-10—NATIONAL SOARING CONTEST, Elmira, N. Y.
July 14-17—MIDWEST SOARING CONTEST, Toledo, Ohio.
Aug. 7-14—SOUTHWESTERN SOARING CONTEST, Grand Prairie, Texas.
Aug. 6-14—WEST COAST CHAMPIONSHIP, El Mirage and Palmdale, Calif.
Sept. 3-4-5—MIDDLE-ATLANTIC STATES MEET, Alexandria, Va.

1950

- Feb. 25-26—PACIFIC COAST MID-WINTER SOARING CHAMPIONSHIP, Torrey Pines, Calif. Sponsored by Assoc. Glider Clubs of So. Calif. and the San Diego Jr. Chamber of Commerce. For the Montgomery Memorial Trophy.
July 3-16—WORLD CHAMPIONSHIP SOARING CONTEST, Orebro, Sweden.
July 30-Aug. 13—17TH NATIONAL SOARING CONTEST, Grand Prairie, Dallas County, Texas. Sponsored by the TSA and the city of Grand Prairie.

LILLIENTHAL MEDAL

The Lillienthal Medal, an award for notable performances in gliding, was accepted at the recent meeting of the FAI in Cleveland by the Swedish delegate on behalf of Lieutenant Per Axel Persson, who won the International Gliding Contests at Samedan, Switzerland, in the summer of 1948.

WINCH WIRE

For some time, the Assoc. Glider Clubs of So. Calif. have depended on their winch to keep members flying at Torrey Pines. The big factor open for discussion all year around is winch wire: what size, what type, where can it be obtained? Thus far war surplus yards have sufficed, but does surplus wire give the best results?

We would like to hear from others who have had winch experience in other parts of the country, and compare the results in a future issue of our paper, "Wind and Wings," to be sent to all interested. All replies about winches or wire will be gratefully received. DON PETERSON, 8380 Dexter Dr., La Mesa, Calif. (*Dr. Klemperer reports they are using 5 mm (approx. 3/16 in.) aircraft cable in France.—Ed.*)

MU-13 FLIGHT

COL. WILLIAM P. WITHERS, Cavalry Director of Information, writes of his experience in Germany: "Upon taking over an occupation area in Wurttemberg-Baden in the American Zone in Germany, I found I had within the area a Segelflugplatz with a staff of German instructors and a complete line of gliders and soaring planes. The sailplane school was situated on a beautiful field under the shadow of Teck Mountain, which rose some 800 meters (2650 ft.) above the plain in a sharp escarpment.

On the 21st of April, 1946, in an attempt to make the altitude requirement for a C license, I took off in a Mu 13, towed by plane, released at 400 meters (1325 ft.) above a wind current coming off the west escarpment of Teck. A storm was approaching and I tried to get just near enough to the front to pick up altitude. Almost at once I noted the rate of climb instrument registering five, then seven, and finally nine meters per second. The turbulent character of the atmosphere gave the ship a severe buffeting and I experienced trouble in maintaining control. It was difficult to hang on to the stick. My entire attention was centered on controlling the plane and I forgot instruments and direction in an endeavor to get out of the front. I did notice the altimeter at 1800 meters (5950 ft.). Just what I did to get out of the front I don't know, but once out I had a strong wind and lots of altitude to sail as I pleased. I stayed aloft for one hour and forty-nine minutes, coming down only because I had an hour drive ahead of me and had to get back to my headquarters.

It was the most exciting experience of my life, and I only wish I had maintained a calmer attitude, and watched my instruments more. I flew the entire time in a driving rain which interfered with vision considerably and I had some trouble finding my direction for homing. Although Teck Mountain stands out like a sore thumb, it was some time before I located it. However, as I had plenty of altitude there was no cause for apprehension. For a greenhorn, the experience was unforgettable. It would have been ideal had