



Jon Carsey, new SSA President contemplates the magnitude of his new job.—E. J. Walty Photo.

Becky Simmons, Sweetheart of the 17th National and one of the hardest workers.—Jacobs Photo.

AUGUST 8th

August 8th offered little more in weather than we had been getting all along. The C. B. decided the contestants had been held to enough set task competition and should be granted an opportunity to exhibit their meteorological skill by selecting their own task, so this day was declared open.

Flights were made in all directions with distances ranging from 6 miles to the longest flight thus far in the meet. 110 miles to Paris, Texas, made by Chuck Kohls and passenger in the strange double-bubble Pratt-Reed—Chuck's popularity with his sponsor, Nash Motor Car Company, was definitely improved. This flight put him ahead of Malkemus giving him top position in Class B Category. Johnson made 105, Maxey 95, and Wiberg 95.

AUGUST 9th

Wednesday, August 9th, two pilots meetings were called, at the meeting (8:30) Lange could offer little encouragement for any better conditions than the day before. The joint I. A. S.—S. S. A. Technical Sessions was scheduled for the day, and according to the original schedule, the day was to have been no contest, however, two contest days had been lost and the majority of pilots were in favor of flying all remaining days possible. The final decision was to have another weather briefing at hi-noon to allow those who wanted to attend the morning sessions of the technical conference to do so. Ted Lange gave no encouragement at the noon briefing. So a no-contest day was declared. Most everyone was in favor of attending the afternoon session of the conference. The very interesting subjects combined with the air conditioning at the Grand Prairie UPTOWN Theater where the meeting was held had greater appeal than promise of only mediocre soaring conditions.

Wednesday evening a dinner was held in the Adolph-

us Hotel, Dallas. This was the Technical Sessions' finale. Dr. August (Gus) Raspet reported on the International Soaring Contest and the U. S. progress in Soaring compared to the European countries.

After the session many gathered at Leon's to see Coverdale "rip the felt."

AUGUST 10th

Thursday, August 10th and old man weather started to play ball and the boys and girls went to bat. The Contest was wide open. Gliders and guiders went all directions. It proved to be a field day and the morale stock went way up. There were six goal and return flights; the longest by Reeves, 60 miles to Mineral Wells, Texas and back. Two goal flights, one by Johnson 157 miles to Abilene, Texas; the other to Gainesville, Texas by Betsy Woodward. Betsy could have claimed a Woman's National goal distance record if her barograph had not faltered.

AUGUST 11th

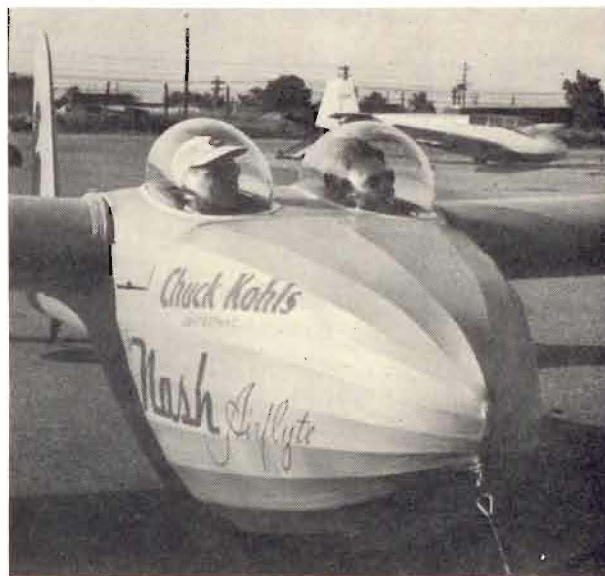
Friday, August 11th proved better. More goal and greater distances were turned in. The Hummingbird team scored the longest goal and return of the Meet 79 miles to Waco, Texas, and back beating Coverdale's G & R 156 miles out and back to Stephenville and back. From the number of G & R turned in by the Hummingbird suggest the more fitting name of "Homing Bird". Probably a lazy crew didn't want to crank up the engine. Bill Ivans made the longest flight to date, 225 miles to San Angelo, Texas. Johnson made another goal flight to San Angelo, 220 miles. Maxey landed just 30 minutes behind Johnson on the same airport.

Reeves tried to go East and was forced down by rain, 82 miles out, dropping to third place. Ivans jumped from 8th to 5th. Coverdale passed Wiberg and Reeves moving into number two position.

One of the outstanding flights of the meet was that of Margaret Downsborough, a goal and return flight to Cleburne, Texas, a distance of 70 miles for a new National Woman's Record. (Subject to Homologation).

AUGUST 12th

The Contest Board made this final day a set task. The task was set in such a way as to force the top boys to continue across country and to give those who had run up against tough going a chance at the



"DOUBLE BUBBLE" Winner in Class B