

Thanks, Fellows!

by ROBERT THOMAS

In 1947 Mr. E. J. Reeves of Dallas, Texas, was elected to the presidency of the Soaring Society of America, a position that he held until this year when he was relieved by Mr. Jon Carsey. During the years that Mr. Reeves was head of the society, the organization has grown substantially in membership, spirit, and accomplishment. Three all-time great contests were held, two at Elmira and one in Texas. One of the most important factors that affects soaring pilots today was the right to homologate records with the N. A. A. without sanction fees. This was due to the great deal of personal effort on the part of Mr. Reeves. While a comparative newcomer to soaring (he started in 1945) he has been wholehearted in his effort to further the soaring movement, both here and abroad.

Relinquishing the post of society treasurer to Ben Shupack, Shelley Charles of Atlanta, Georgia, rates a tremendous vote of thanks by the members. "Captain Shelley," an Eastern Airlines pilot, has served the membership exceedingly well and in so doing has brought dignity and honor to the Soaring Society of America. A veteran in the soaring movement, he is noted for his altitude flights as well as for his contribution in serving for four years as treasurer.

Dick Comey of Boston came to the society as general manager in 1947 after serving as a major in the Army Air Corps. Dick gave unstintingly to the effort of making the society bigger and better, in fame and in membership. Through his efforts the society has received beneficial publicity and many needed financial contributions. Dick was champion in 1947, but the pressure of his duties has kept him from all-out competition since that time. Because of the many gains made possible by Dick Comey the Soaring Society of America is able to stand firmer as it grows. In spite of his resignation as general manager, Dick Comey will be a valued member and competitor.

RICHLAND REGATTA

The Pacific Northwest Soaring Association sponsored the Richland Regatta which opened May 27th. The first day saw the arrival of the first four ships and their pilots. A less welcome guest was a healthy dust storm which restricted activities to the assembling of ships and a few late afternoon practice tows from the Cascade Club winch, piloted by Kit Carson of Seattle. Dean Reynolds and Lester Rose were there with LK's and the Richland and Cascade Club were represented by TG-3's.

Sunday dawned clear and calm. Bob and Bill Fisher of Washtucna flew in with their LK and J-3 cub towplane. Roland Lamb came down by airplane tow from Spokane in another LK. The LK pilots with their light ships stuck mostly to airplane tow, while the pilots of the TG-3's were restricted to winch and auto tow. Bob Moore and Al Withrow both caught thermals off of winch and auto tow respectively, and had long soaring flights, coming down only to rest or give the ship to someone else. In all, eleven soaring flights were made on dry thermals, for a total of something like sixteen hours in the air. Top altitude in all cases was about 6,000 feet. The crowd was treated to spot landings, won by Rose, and to loops and other "didos" furnished by Fisher.

Monday was another day of dust storms, and only a few late afternoon tows were made.

Tuesday turned out to be an ideal day, with a light wind, hot sun, and plenty of dry thermals. Most everyone got in the air as early as possible and headed away for a try at the distance awards. Rose made a goal flight to Pendleton, and Bob Fisher a goal flight to Sandpoint, Idaho. Withrow got about 21 miles out on the way to Spokane, ran out of thermals and landed in the summer fallow. Lamb got about 51 miles toward Spokane.

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THIRD ANNUAL MID-WEST CONTEST (Cont'd)

DURATION EVENT

Bikle—July 23	3 hours 46 minutes
Kohls—July 21	1 " 43 "
Wise—July 22	1 " 33 "
Boice—July 22	1 " 20 "
Frost—July 23	1 " 8 "
Sweet—July 23	49 "
Heys—July 21	33 "
Heth—July 23	30 "

ALTITUDE EVENT

Bikle—July 23	4100 feet above low point
Wise—July 23	3600 " " " "
Sweet—July 22	3550 " " " "
Knight—July 22	3400 " " " "
Stevenson—July 22	3200 " " " "
Kohls—July 21	3000 " " " "
Frost—July 22	2700 " " " "
Clayton—July 22	1600 " " " "
Boice—July 22	1200 " " " "

SPOT LANDINGS

Bikle	3-Day Average	2½ inches
Clayton	3-Day Average	11½ inches
Sweet	3-Day Average	20 inches

SAILPLANES PARTICIPATING

1 GRUNEAU BABY	1 TG-4A
2 SCHWEIZER 2-22	2 LK-10A
1 SCHWEIZER TG-3A	1 SCHWEIZER 1-23
1 CINEMA TG-1A	1 SG2-8

Floyd Sweet was crowned Mid-West Champion after winning a total of 185 points. Ed Knight was second with 177 points and Paul Bikle was third with 131 points.

The contest was most ably handled by John Nowak as director. Operations were efficiently conducted by George Hauptkorn and Emerson Mekhose, veterans of three years with this contest. Rules and regulations plus celebrations of barographs were in the hands of another veteran of the soaring circles, namely R. E. Franklin.

The Mid-West Contest is a growing event. Each year more pilots and more sailplanes are present. Three Perpetual trophies are competed for and merchandise and cash prizes have added to this event. Perhaps the most delightful thing about this contest is the good fellowship and informality which everyone seems to enjoy.