

Shafter Soaring Meet--Show

San Joaquin Valley, California

By Ed Minghelli

The Shafter Soaring Meet and Show May 13, 14, 20, 21, was a success both in performance and attendance, with thermals being good all days of the contest and pilots soaring to all parts of the valley. The show had an added attraction with four "Cosmic Wind" midget racers putting on a spectacular four pylon race during the day. The show closed with a beautiful snake dance with all glider pilots participating.

RESULTS

Altitude—Two Place—to Les Arnold—7,900 feet.

Altitude—Second Place—to Larry Bell—7,655 feet.

Duration—Per Muelengracht—5:21.

Distance—Single Place—Larry Bell—66 miles.

Distance—Two Place—Darrel Hanson—42 miles.

First to complete Short Circuit—Herb Gibbons.

John Robinson made furthest flight on Long Circuit.

Goal and Return—Fred Walters—total 80 miles.

Special award went to Herman Stiglemeier in appreciation for all his efforts to make this show the success that it truly was.

Single Place

Larry Bell	268	Bill Bomar	42
John Robinson	242	Kal Saufnauer	41
Per Muelengracht	127	Carl Walters	36
Herb Gibbons	74	Bill Ivans	19
Fred Walters	53	Herman Stiglemeier	6

Two Place

Fred Walters	152	Andy Tagliafeco	14
Les Arnold	118	Curt Holzhauser	14
Darrel Hanson	64	Kal Saufnauer	14
Herman Stiglemeier	50	Per Muelengracht	12
A. E. Hunter	36	Fred Matteson	11
Joe Silveria	27	Chris Christenson	10
Herb Gibbons	18	John Garbett	6
Ted Nelson	15	Kirk Vernon	6
Jack Stephenson	15		

P.N.S.A. AWARDS NIGHT

By A. DEAN REYNOLDS

The soaring clan of the Pacific Northwest gathered for the annual awards night and turkey dinner April 22nd in Seattle, Wash. More than forty members of the Pacific Northwest Soaring Association assembled with their guests to witness the presentation of trophies by Amos Wood, chairman of the group. O. N. "Bud" Titus received the Ellensburg Junior Chamber of Commerce plaque for the best duration at the Ellensburg meet last summer. Ray Lunger was awarded the Boeing Altitude trophy for maximum altitude at the same meet. The distance record for the year was hung up by Joe Robertson who undershot the runway at Ellensburg by 150 feet.

In a more serious vein, the PNSA was reorganized, and a governing body of directors was elected. After 12 years as chairman, Amos Wood declared himself out of the running and H. C. "Kit" Carson was elected director for the Seattle area. Bob Moore of Richland, Washington was chosen to be the director from the central Washington area. R. C. Coates of Vancouver, B. C., was elected director for the British Columbia area. Two more directors, one from Eastern Washington and one for Oregon, remain to be selected. This governing body will attempt to tighten the loose organization of PSNA beginning at its first meeting which is scheduled to take place during the first meet of the season at Richland, May 27 to 30.

Sunday, April 23, was an excellent soaring day, and the Cascade Soaring Society executed three soaring flights from airplane tows out of Renton Airport. Bud Titus chased the cumuli for better than an hour, and Al Withrow of Richland together with one of the boys from Canada remained in the blue for an hour. Bob Moore of Richland soared for 38 minutes to win his C badge in the Cascade Club's TG-3.

● Hummingbird

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restricted and actually operates as an anti servo control and puts stability into the entire elevator. The anchor point of the trim tab is adjustable from the cockpit and by this control it is possible to trim the airspeed of the ship to a plus or minus 1 mile airspeed. Recovery to trimmed airspeed is instantaneous when gusts are encountered or the control stick is moved. Approximately 25% less area is required with this type over the conventional. This means a saving in weight as well as air drag and at the same time having a more responsive tail.

The flight characteristics of the ship are excellent. Take-off is comparable to conventional airplanes in the 38 h.p. to 40 h.p. class, and climb is approximately 300 ft.p.m. Fuel capacity is limited to 4 gallons and will allow a climb of 12,000 ft. Top speed under power is 80 mph at 3,000 ft. Best low sinking speed is approximately 3 1/4 f.p.s. at 45 m.p.h. and min. high speed sink is approximately 15f.p.s. at 85 to 90 m.p.h. Maximum dive speed is 120 m.p.h. These values have been established by many flight tests over San Francisco

Bay is standard stable air by climbing to 11,000 f.a.s and gliding back down. Many soaring flights have been made at Warm Springs, Bakersfield, Bishop and El Mirage, all in California. At Bishop we recently ridge soared above the White Mts. at 15,000-16,000 for 1 1/2 hours. At Warm Springs we recently flew 4 1/2 hours and the pilots landed only because they were late for appointments. Ordinarily the engine is used for approximately 5 minutes for the average soaring flight. Thermal activity can quite often be encountered in take-off and 900 to 1,000 f.p.s. can be obtained under power. This type of operation is impossible with the conventional tow method.

General specifications of the ship are as follows:

Wing Span	54 ft.
Length	24 ft.
Height	7 ft. 8"
Weight Empty	700 lbs.
Engine-Model H-59	40 H.P.
Landing Speed	38 M.P.H.
Gliding Ratio	25:1