

## 1951 Contest at Elmira

The directors of the Soaring Society of America recently voted to hold the 1951 National Soaring Contest at Elmira, N. Y.

The following is Elmira's bid for the 1951 National Soaring Contest.

"To be held at Harris Hill, Elmira, New York, at a time to be mutually agreed upon by the SSA and the EASC.

In requesting the 1951 National Soaring Contest for Elmira, the EASC agrees to the following, if it is awarded the contest:

- (1) The Contest would be an eight-day affair starting on one Wednesday and finishing on the following Wednesday. This would make it possible for most SSA members to make the meet in a two week vacation.
- (2) It is planned to make this a real contestant's contest by minimizing the commercial side and eliminating the air shows.
- (3) In order to enable the maximum number of SSA members to attend, the EASC will place in escrow the sum of \$2000 to be utilized as a travel allowance fund to be distributed among the participating pilots on a basis to be determined later by the SSA and EASC.
- (4) The EASC does not believe that it is necessary that a stated amount for operational purposes be guaranteed since it will assure the SSA of conducting this contest on the same high standards of the other 15 contests held in Elmira.
- (5) The EASC agrees to a sanction fee of not less than \$250 nor more than \$500. The exact amount to be negotiated by the SSA and EASC. The EASC will pay this as soon as the amount is determined.
- (6) The EASC will provide complete insurance coverage as it has in the past.
- (7) The EASC agrees not to charge more than \$10 per glider for entrance fee.
- (8) EASC will supply an ample number of tow planes and will allow one free tow per glider per day at no charge, as well as to provide adequate telephone service for call-ins.
- (9) EASC will provide the usual eating facilities on the field with food at reasonable prices. Bunks in the cabins will be provided at the usual rate of \$ .50 per day as in the past.
- (10) The EASC will do all it can to help raise prizes as it has in the past.

The SSA may be assured that if this bid is accepted, every effort will be made by the EASC to make this the best and most enjoyable meet yet held."

ELMIRA AREA SOARING CORP.  
s/s Harold H. Taylor, President

## 1950 El Mirage Regatta

The final two days of the scheduled 13 days of the 1950 El Mirage Regatta were held over the weekend of October 14th and 15th. The weather man came through in fine style, offering huge thermals, topped at 15,000 feet with Cu. Clouds.

Bill Beuby, in his TG2, set out to attain his Silver 'C' distance leg, and succeeded in reaching Mt. Clark, 130 miles away. He made a valiant attempt to clear this mountain, which is 8,000 feet high, as there was a lenticular cloud on the other side, but he missed by about 100 feet, and had to turn and land down the slope at the 4,000 foot level. His altitude gained above low point was 11,200 feet, good for his Gold 'C' altitude leg.

Tom Barker in his TG3 made a net gain of 10,000 feet for his Gold 'C' altitude, and completed the 35-mile Silver 'C' circuit. Unfortunately, however, he was too high on the latter to be observed for official recognition.

Tom Osborn flying two-place with John Schreiber had a net gain of 11,500 feet, and was one of five people who completed the 20-mile circuit course over the weekend.

The final standings of the 1950 Regatta, which started in March, and covered 6 weekends, are printed elsewhere in this issue, and show Bill Beuby as Regatta Champion, to win the Adelanto Chamber of Commerce Trophy. Bill Beuby also wins the Union Oil distance trophy for his 130 mile jaunt on the final weekend, beating out Bill Ivans flight of 123 miles in the Labor Day weekend.

The Irvin Airchute Altitude trophy goes to Tom Osborn, whose altitude gain of 15,000 feet (19,000 A. S. L.), made on the Labor Day weekend, was one of the best made at El Mirage this year. Tom Osborn also wins the duration award, with a flight of 4 hours 45 minutes. The best circuit flight was made by John Robinson, who completed the 88-mile Barstow-Victorville run.

A total of 19 pilots and 11 sailplanes took part in this year's Regatta. This is less than last year, but as can be seen from the final totals, competition was keen, especially for the top five places.

### 1950 EL MIRAGE REGATTA FINAL TOTALS

Bill Beuby .....	172	Vic Saudek .....	35
Al Seivert .....	165	Andy Tagliafico .....	34
John Robinson .....	164	Marty Blackman .....	29
Gus Briegleb .....	152	Betsy Woodward .....	25
Bill Ivans .....	151	Walt McClune .....	25
Tom Barker .....	118	Jim Carr .....	25
Bill Bowmar .....	115	Betty Loufek .....	17
Tom Osborn .....	86	Don Sjoberg .....	10
John Loufek .....	68	Anna Saudek .....	6
Dale Sisson .....	57		

award shall be granted, and recipient selected, whether it shall be a trophy or a monetary award or both and other details necessary to the success of such an important memorial.

The committee should be prepared to make a detailed report and re-

commendations to the Board of Directors of the Soaring Society of America within ninety days.

Those members of the Society who were acquainted with Paul and would like to share in this tribute to his memory should send their comments

and suggestions directly to the Tuntland Memorial Committee, E. J. Reeves, Chairman, Reserve Loan Life Bldg., Dallas, Texas.

Jon D. Carsey, President  
SOARING SOCIETY OF  
AMERICA.