

## SCRIBNER CRASHES

Kim Scribner, who won the title of National Aerobatics Champion with his spectacular demonstrations in the air shows of the National Contest at Grand Prairie last summer, was seriously injured at the opening of the Miami air show, Saturday January 6, at Opa-locka airport before 10,000 spectators.

One of Kim's specialties is rolling the sailplane over on its back just after take-off and towing inverted to gain altitude. Crowds at the two air shows at Grand Prairie were practically struck dumb watching this maneuver. At Miami Kim was to make this inverted tow as usual except he had decided to carry 40 gallons of colored water in the wing tanks to be released in a rainbow colored cascade during a dive.

The added 300 pounds of water, or the possibility that the 300 HP tow plane towed too steep and too slow, proved disastrous, although a practice flight had been made the day before. After turning to the inverted position on initial take-off Kim was unable to gain height although the tow ship continued on up in a steep climb. It was not possible to tell whether the line finally broke or whether Kim released, but he went in from a very low altitude, the right wing striking first, the glider still on its back. Stories of spectators and official observers vary as to just what did happen, and at what height. The exact cause of the accident will not be known until Kim is able to contribute some facts that will verify the proper opinion of the many advanced by the observers.

Jon Carsey, SSA president, reports he talked to Mrs. Scribner at Jackson Memorial Hospital in Miami. Kim suffered severe shock a fractured pelvis, and his right leg was broken in several places. He had no head injury more serious than severe bruises and loose teeth, and no internal injuries are evident.

Mrs. Scribner was on the field at the time of the accident and accompanied Kim to the hospital. She is the former Gloria Dickson, and was a



Kim Scribner in his Schweizer 1-23 upside-down and with the right wing scraping the ground. (Photos courtesy the Miami Herald).

Pan American Airways employee when she and Kim were married while he was stationed in Miami. They have one child.

They now live in Washington. Kim was chief pilot of the Pan American Latin American division for two years until promotion to the post of chief pilot of Pan American World

Airways' Atlantic Division on January 1, 1951. A PAA pilot since 1941, he first learned to fly soaring ships at Miami in 1945. His first public appearance as a glider pilot was at the Miami All American Maneuvers. He was the hit of the show.

(Details of this story from The Miami Herald, and Jon Carsey).

Spectators watch as Scribner is put in ambulance. His sleek all-metal 1-23 appears to be practically a total loss.

