

19th U. S. National Soaring Competition to be in Texas

Aug. 19th to 30th, 1952

Ten days of Task and Open Competition are to be included. The Grand Prairie Airport is to be the headquarters site.

The Texas Soaring Association and The Texas Wing of Civil Air Patrol, joint organizers of the contests, with the Grand Prairie Chamber of Commerce as the sponsors have just announced the dates for the 1952 tournament of motorless flight.

Initial mailing of announcement of the 1952 Contests to soaring pilots throughout the United States and Canada has brought response from over one hundred individuals. It is indicated that the greatest number of participants will take part in the 1952 contests in the entire history of the National competitions.

Inquiries already in, indicate pilot entry from all parts of this country and Canada. Also entries from South American countries are a possibility.

The current National Soaring Champion and world's distance record holder Richard Johnson with his famous sailplane the RJ-5, will defend his Championship in this tournament.

The Horton IV, a German-designed flying-wing type sailplane, said to be the world's most efficient high performance motorless aircraft, will be flown in the Contests. This will be the first time a machine of this type has ever competed in a major soaring meet. This sailplane will be brought here and flown by a famous German soaring pilot, Mr. Rudy Opitz, now a resident of this country.

A Canadian built, all-metal sailplane of the Schweizer 1-23 type will be flown in the competitions by a Winnipeg soaring pilot, Mr. Richard Noonan.

Possibility of at least two auxiliary powered sail planes in the 1952 National is in the offing. Mr. Ted Nelson of San Leandro, California, designer and builder of the two-place 'Hummingbird,' will fly in the August soaring tournament. Also Nelson and his Chief Engineer, Harry Perl are in the finishing stages with a new auxiliary powered ship, a single place high performer. They hope to finish this new machine and have it here with the 'Hummingbird'.

The 1952 Nationals will see the inclusion of at least one additional championship category, two-place ships flown with a passenger. Competition for the men and women single-place championships will be continued as in the past.

Texas has become world renowned for its excellent summertime soaring conditions. Experts now agree that atmospheric conditions in this area are the best for both altitude and distance soaring. The past year saw the establishment of several distance soaring records, including a world's record of 535 miles.

Anyone desiring further information on the 1952 National Soaring Contests, should communicate with The Texas Soaring Association, 108 Reserve Loan Bldg., Dallas, Texas.

MARCH-APRIL, 1952

ODESSA AGAIN?

TSA Asks Response From Pilots

An agenda of the planned activities of the various committees of the Odessa, Texas, Chamber of Commerce shows its Aviation Committee as having a plan to "Establish Odessa as the National Soaring Center by securing State, National and International Meets." Also included was "Work to secure a weather bureau for the Midland-Odessa area."

Officers of the Texas Soaring Association are anxious to learn what SSA pilots think of attempting another Odessa Camp in addition to the 19th National to be held at Grand Prairie, Texas. Anyone interested in going to Texas next summer should write E. J. Reeves, 108 Reserve Loan Bldg., Dallas, Texas, and give his reaction to the following questions:

1. Assuming we can secure the assistance, financial and otherwise, from the Odessa C of C—how many pilots will be interested in participating in a meet at Odessa? Such an activity if organized would almost surely have to come just prior to the Nationals at Grand Prairie, August 19th to 30th.

2. Would the Odessa meet be complementary to or would it detract from the National Contests? How many pilots would have the time to take part in both the Nationals and the Odessa meet? Should the Odessa meet be held in late June or early July so as not to tie in directly or indirectly with the National? Are there those and if so, how many, who would prefer to fly in the Odessa and forego the Nationals?

3. Can adequate low-cost billeting, messing and towing facilities be made available at Odessa? Can record keeping, launching and other launching site personnel be had at Odessa? Should we try for the organization of a formal contest with strict rules, etc., or a 'free-for-all' where each pilot seeks to breach a record and attain the various 'C' legs?

These are a few of many questions TSA should have answered at the earliest possible date. Unfortunately (for them—not us) every soaring pilot in the country is not a reader of this publication, hence no easy way to present the above questions. We will hope, however, that this word will get around and that those having any interest in the matter will communicate with us.

This we feel sure of—the Odessa area offers some of the world's most interesting soaring conditions and America's position in the soaring world picture, from a performance standpoint, can be considerably enhanced by activities in that area. There is, of course, the further possibility that each and every soaring enthusiast has the burning desire to wear a certain little gold button with three diamonds and the atmospheric conditions prevailing in the area are said to be conducive to such attainments.

—From *SPIRALS*.