

checked before being put back into service this season. The 1-19 is expected to do a good job of soaring this year, particularly if our plans work out and it is rigged with a new pair of wings transforming it into a 1-20, in the category of a medium sailplane with somewhat better performance than the Grunau. This should be good news to all "C" pilots."

—From FREE FLIGHT

SAILPLANE AND GLIDER

Following is a portion of a letter from Vernon Blunt, editor of the British magazine, *Sailplane and Glider* some changes in his ad copy:

"You might also mention Hope Platt as being assistant editor. She is about the most important woman in world gliding today, being the wife of the president of Shell who is almost continuously on the move and wherever she goes meets gliding people.

During the last year she has visited gliding people in France, Spain, Italy, Lebanon, Egypt, India, Malaya, China, Japan, Australia, New Zealand, The Argentine, Brazil, Chile, S. Africa. A few weeks ago for example she was in Bishop, and through her influence the Shell organization throughout the world always supports gliding.

She is multi-lingual including French and Spanish and except for the fact that she is always with her husband on Shell affairs would be an ideal president of the F.A.I. In the past year she has launched three ships including the world's largest tanker 31,000 tons. She is the mother of four stalwart sons, the eldest of whom is in the Foreign Office and is shortly going to Moscow en poste. The second son is in the Colonial Service and the remaining twins are about to do their Military Service before going to Oxford.

She writes for us whenever she has time and whilst she is on her trips with her husband she never fails to act as a high level salesman for British aircraft of all sizes and has been acknowledged more than once by many grateful agents of British aircraft throughout the world.

NEW PRUE DUE

Ed Minghelli of Baldwin Park, Calif. is expecting to be in the air with his new Prue 215 by the time this is published. At least six other 215's are in various stages of completion around the country. Irv Prue complains that he never will get his own new ship finished because every time another publication writes up his design he is flooded with correspondence and visitors, very few of whom are buyers. Those building the ship in addition to the two mentioned above are: Joe Anthony, Wiloughby, Ohio; Frank Kerns, Bellflower, Calif.; Tim Kingston, Seattle, Wash.; George Jackson, Minneapolis, Minn.; Sterling Barnes, Pentaloma, Calif.

—Condensed from THE THERMAL

NATIONAL CONTESTS TOO LONG?

It is time that the length of a national contest be considered in terms of nation-wide participation by others than the well-to-do and school-teachers.

The average glider pilot who works for a living gets a two-week or 14-day vacation. Any extra time is out of his own pocket and may even jeopardize his job.

To accommodate all pilots from all parts of the country a minimum of 3 days travel time must be allowed at each end of the contest.

It should be assumed that our pilot from afar will leave his job Friday, rush home to do the last few chores and start for the contest early Saturday morning. He will drive all day Saturday, Sunday, Monday and arrive Tuesday afternoon. He will find all the pilots who are serious contenders have arrived or are arriving with him.

Tuesday evening there will be a pilots' meeting, which is mandatory for all contestants for a general briefing, issuing of tow tickets and such. This Tuesday evening pilots' meeting could also be the first opportunity for the sponsors to show their hospitality by serving refreshments which are in accord with C.A.R.

Wednesday morning the pilots assemble once more for a brief meteorological analysis and the contest is on until the following Tuesday evening, when the flying part stops. That means seven days of continuous hard contest flying. If any pilot registers after the first Tuesday he is not to be considered a serious contestant and not entitled to fly until all contestants are off.

The second Wednesday is a time for the homecoming of the long distance pilots, the preparation of contest summaries and the climax, which is the awards banquet. This awards banquet should find all pilots present, for they will have all day Thursday, Friday, Saturday and Sunday to drive home. (He should not be expected to drive home on Sunday and Monday of the Labor Day week-end when traffic is at its heaviest as the schedule for this year's Nationals dictates.)

Our pilot, perhaps the new champion, from the distant corners of the land will be able to report back to his job with a clear eye and mind because the contest sponsors thought in terms of the traveling needs of their pilots.

This suggestion should, for the welfare of our national contests, become the official policy of the SSA.

Sincerely,
BEN SHUPACK.



Washington Governor Reports

I feel that we have one of the U. S. most outstanding groups of glider boys—no, not records exactly—unless it would be for the most rapid growth. We numbered 4 in 1946 and have grown beyond the 50 mark in the State. One glider was flying in 1947 and now the state boasts 15 gliders. The Pacific Northwest Soaring Assn. — originally formed by Amos Wood, is the holding group for three trophies; the Boeing Airplane Co. Altitude Trophy, The Ellensburg "Jay Cee" Endurance Plaque, and a new trophy to be given for the first time this year. It is a trophy in memory of my brother and I am giving it for distance flight. All the above trophies are perpetual trophies.

Almost every weekend three or more ships are active at Arlington and this season promises to be the most enjoyable yet for Washington.

The picture is of the Carson-Radcliff-Chase Dragonfly taken two weeks ago as we were getting set up for flight. The individuals, in the picture from left to right are, Gib Gilbert, Scott Carson, Tom Carson, Virginia Carson, Kit Carson, Ed Radcliff, Bob Joppa, and Dean Reynolds.

Ed Radcliff has named our ship the "Pogo Stick" because of some trouble he had at first in landing.

—Kit Carson

BIG DOINGS AT ARLINGTON

The first Saturday in May proved to be the most eventful day that the Gliderport at Arlington has ever seen. First, and most significant was the flight of Joe Robertson, President of the Seattle Glider Council, who flew to Bellingham, 45 miles northwest. As far as is known, this is the first glider cross-country to be made west of the Cascades. Joe has been working toward this flight all winter, buying and installing special instruments of his own in the Cascade Group's TG-3, and working on the ship to clean it up.

While Joe was on the way to Bellingham, Pete Bowers took a tow to 2000 feet in the Wolf, and after dropping back down to 1500, caught some lift that took him to 4000 feet right over the field, where he stayed for two hours and fifteen minutes, the same time it took Joe to get to Bellingham.

The third event of the day was the licensing of Heasley Entz'

SOARING