



Twenty-three Canadians and their TG-2

**Canadians Attend
This Great Regional
Contest en masse**

1953 ANNUAL SNOW BIRD MEET



Harris Hill during the Meet

By ROBERT DISTIN AND HOWARD BURR

Sixty-three pilots and 31 ships were registered officially! This Snowbird meet, with competition November 27 and November 28, 1953, was the fifth annual competition for the Snowy "Kiwi-Bird" Trophy. Informal Thanksgiving week-end competition at Harris Hill without trophy, has, of course, occurred for several additional years.

The great fact presented here is the grass-roots growth of soaring. The most solid and reliable type of progress is apparent, when the Northeastern part of North America's soaring people will rally in such proportion for an informal contest.

Here is a chronological report on the week-end:

Thursday, November 26, 1953 (Thanksgiving Day): The registration desk was active, and the administration building lounge and office hummed with greetings and get-togethers. In the hangar area arriving ships and crews were busy unloading. The earliest birds hangar-flew in the protection of the hangar, watching the outdoor scene through protecting windows. There was a raw mind separating the men from the boys and the well prepared from the ill prepared (meaning inches of wool).

Friday, November 27, 1953: Pilots meeting ran from 10 to 11 o'clock. This was an easy-going week-end soaring rally — no sunrise up-and-at-'em, particularly when there was no sunrise visible, and low barometric pressures following a heavy Thanksgiving feeding induced an hour or so of extra sleep.

The assembled pilots and crews, an attendance of about 70, were welcomed by Paul Schweizer, meet director-of-the-day and by Howie Burr, EASC president. Rules, flight regulations, pilot check-out, and meet scoring procedures were outlined.

By noon, sailplanes in quantity were standing by on the South flight line. Exploratory flights by Ted Pfeiffer in his L-K, and Bill Terry in the Sail Flights, Inc. 1-23D, found some marginal soaring possible. There were a few weak, cumulus cloud patches under the broken high overcast.

By the time sufficient ships were ready for a session of tows, however, ceilings and visibility dropped to IFR conditions on the hill. An anticipated low-pressure snow storm condition had moved in, and so did ships and pilots, into the hangar and administration building.

Thus the last half of the afternoon

went to indoor sociability and movies. There was a general atmosphere of holiday fun and relaxation. If any serious fussing and fuming about the weather occurred, it was well concealed.

Schweizer Aircraft Corp. provided the initial evening program, serving as supper host to 125 Snowbird meet contestants and crews.

The focus of fascination for this group of guests was the new little "one-design-class" and "assemble-at-home" sailplane. The prototype of this Schweizer model 1-26 was in sub-assembly stages during the visit. A thorough testing, proving, and certification program is slated for it. General interest is running high.

The evening events at Harris Hill featured an attendance of about 150 at a Northeast Regional Meeting of S.A.A. members. This was an expedient time for such a meeting. It was open to everyone, and gleaned opinions on a number of active subjects and problems for consideration at the coming Mid-Winter S.S.A. directors meeting.

Commander Nick Goodhart of Great Britain gave a briefing on soaring in England, apropos our participation in the Internationals there next