

year. Points included the advisability of center-of-gravity tow attachments for winch launchings, and consideration of the restricted size of English farm fields. The latter feature is one reason for England favoring of skid gear only — no fixed wheels.

A fourth star feature of the evening involved a round-robin report of local club activities from the many groups represented from eastern Canada and northeast United States. It added up to an impressive picture.

Saturday, November 28, 1953: The aerial part of the week-end show took over. The trough in the weather had moved along, winds were out of the 250°-300° sector and on the ridge, scattered cumulus snow clouds were drifting in from the Great Lakes, and operations were soon under way — with more snap than on Friday.

By 1030, field activity was warming up. Ships started jockeying for launching line-up positions. The Distin camper-bus was spotted on the line for central control and scoring office, including gas heat for heat-needers.

By noon, conditions were ripening for some sound competition.

Feeler-flights from winch and airplane tow were short but showing promise. The earliest real competition tries were scored by the MIT 2-22, the Purdue "Cinema," Col. Floyd Sweet's L-K, Ted Pfeiffer's L-K, Sail Flights, Inc. 1-23D, and Toronto's Loudon.

The scoring was one point per minute of duration; winch flights of less than 15 minutes and aero tows of less than 30 minutes not counted.

The winning flight of the day was off at 1251. Bernie Carris and the red and cream Schweizer 1-23D chose the moment when strong afternoon lift was sufficiently developed. They did not come down until official sundown at 4:39. They seemed able to maintain comfortable altitudes throughout the period, ranging perhaps from 1500 feet to 4000 feet above the hill.

Hal Bovenkerk's flight of 3 hours and 11 minutes was second best of the day. He and Francis Bundy, both of the Schenectady, New York, area recently purchased the new long-wing Schweizer 1-23D which Dr. Paul Mac Ready, Jr. flew to the U. S. championship last July here.

Bill Hoverman's "third-best-flight-of-day" in his 1-23 began at 2:23 and ran through to 4:39 officially (there was about 10 minutes more than that spent, shall we say, in final approach, but official scoring ceased at official sundown). Bill made an earlier flight of 45 minutes, which terminated, we presume, for one of the usual reasons.

For the most part the picture above

the ridge all afternoon showed typically a swarm of some 12 to 15 sailplanes at various altitudes. The long, clean jobs floated majestically and effortlessly in the higher levels, and the stubby jobs yo-yoed up and down among them. Lift was generated at low altitudes by the ridge. This lift was highly variable and required considerable skill and care. There was practically no ground-generated thermal activity and therefore quite a gap in altitude before one encountered the gentle local lift areas being induced by the condensing streaks of warm, moist air aloft, trailing in from Lake Erie about 100 air miles away.

There were 48 officially logged flights that afternoon on the score sheet, not including a number of flights involving checkouts and informal tries for which take-off cards were not filed. Twenty-three flights were above minimum duration.

By 7:30 p.m., the 154 above-men-



Purdue club spirit prevails in preparation of 'Cinema'



tioned characters were shoe horned into the administration building main lounge and well at work with knife and fork. By that time it was snowing like crazy outside and the atmosphere was extremely congenial within.

It was an uproarious and wonderful banquet. Bernie Carris was duly given his big tailed Snow Bird. Because there were a number of team ships this year, it was most essential to whomp up a suitable trophy which would recognize such efforts. Pilot Eric Best and pilot "X", flying the Canadair Employees Recreation Club 1-23 made the best showing in that category. We were delighted to present them with a shapely and symmetrical urn (coffee urn lid, that is) heaped generously to overflowing with fresh-laid powder snow. Upon receiving the trophy, they were requested to share same with a couple of other team ship pilots who did well, namely pilots Eichenberger of MASA and Norton of Mohawk (Schenectady) Gliding Club. They did so with right good will. Snowballs

trajectoried across the dining room in a splendid shower. The fact that an innocent bystander, L-K owner Earl Brooks, took one fair in the side of the head added some spice to the brief mêlée.

In a sober mood, Paul Schweizer presented the Herb Sargent award plaque. This award in memory of Herb Sargent is presented annually by the old Hudson Valley Soaring Group to an individual who has contributed outstandingly and far beyond normal call of duty to soaring. This year it was awarded with immense justification posthumously to C. J. "Chuck" Smith, who was a great member and pilot with us and who lost his life on Harris Hill this fall. His widow, Kay Smith, received the trophy.

A third major award making of the evening is such a great story in itself that it cannot be done justice here. We

should do a separate article and analysis of it soon for Soaring. Briefly, it involved an amazing soaring pilot and Patron, name of Lawrence Gehrlin, from Erie, Pa. The awards which he put up and personally presented for participation in his year-long distance soaring marathon make a truly staggering list. For example, a little item of \$500 bond to Bernie Carris for the top score. Bernie's flights included two to the Atlantic Coast. Again, for example, at the end of the list, each contestant that flew in the contest received a deep fat fryer, whether he placed or not. That contest of Larry's was a huge contribution to the promotion of long distance weekend soaring on the part of an individual. It is fitting that everyone should hear more about the nature of that contest.

The evening, and the official meet, was capped by a talk by Professor Kellogg of Cornell University. His subject is ornithology and he really knows

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