

THE

SNOWBIRD MEET

1954

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EASC Member

The sixteenth annual Snowbird Contest was definitely a success. We had a good turnout of 23 ships and 41 pilots, plus the good graces of the weatherman.

This year marks the sixth year of competition for the snowy "KIWI BIRD" Trophy, although the Snowbird Meet has been an annual affair for sixteen years.

This year's winner of the single place trophy was a young Air Force lieutenant stationed at Youngstown, Ohio. His name is Lt. David McNay. He won the bird in a sleek LK Flat-top, which he acquired about six months ago from Jack Perine. He had just finished recovering the wings the night before the contest, therefore we considered ourselves lucky to have had him here. Here is the chronological report on the week end:

Thursday, November 25 (Thanksgiving Day)

A few local people got up in the morning and came to Harris Hill to greet the early comers. About 1:00 p.m. Steve Bennis from Baltimore, Maryland, pulled in with a pile of brush on his upper lip, which he called a mustache. He backed the trailer up to the hangar and we got the ship together in about an hour. From then on about every half hour or so some came in and started to set up. The day was overcast and bitter cold, therefore all flying was done inside the protecting walls of the hangar.

Friday, November 26, 1954:

At about 11:00 a.m. all the pilots who had arrived were in the Administration Building for a pilots meeting. It was decided to use airplane tow instead of the planned winch tow due to the fact that there was very little wind. First off was Steve Bennis in a 1-23. From then on right up to 3:45 p.m. ships were taking off and landing

every few minutes. The longest flight of the day was 76 minutes by Howie Burr in his 1-24. From 3:45 to 4:30 p.m. the hangar was being filled with more ships than anyone thought it could hold.

The Schweizer Aircraft Corp. were hosts at a dinner for all the contestants, crew members and families at the local plant. They made a tour of the plant which included an inspection of the 1-26. It had a beautiful paint job and was much cleaner than the first prototype. This most prominent change



The Bundy Family, Hazel, Francis and Susanne, plan a lang one with Howie Burr during the Snowbird Meet.

was the flush rivets in place of the conventional ones.

After the dinner and tour they went back to the Hill for a Technical Session conducted by Paul Schweizer. All of the clubs from various vicinities gave their report on the year's flying activity. After the reports had been given, Paul introduced the visitors from Italy, England, Argentina and Australia. Following the introductions, there was a discussion on the SSA's new voting system. Ben Shupack ex-

plained it in a very informative manner. The night ended with the showing of movies from the Nationals in California by Larry Gehrlein of Erie, Pennsylvania.

There was a total of 16 contest tows and a number of winch tows which were not counted.

Saturday, November 27, 1954:

The short meeting for pilots was over at 11:00 a.m. and the first flight to take off was at 11:53. Again airplane tow was used because of a strong south wind. Francis Bundy took off first, and after taking a 2,000 foot tow he went to the ridge across the valley.

Dave McNay went second. It was his first experience with ridge soaring. He made a flight of 2 1/2 hours which was the best flight of the day. The second best time was Steve Bennis who had 2 hours and 9 minutes. The flying stopped at 3:30 p.m.

Then came the main event at 7:00 p.m. We were admitted to the dining room where we put away an excellent dinner of chicken and biscuits, followed by some delicious

pumpkin pie. In a jovial mood, we chatted about the contest until 8 o'clock.

Howie Burr, president of the EASC, then introduced the guests at the speakers' table. This year he remembered to introduce his wife. After this was taken care of, the Junior members of the EASC made two presentations.

Immediately following this foolishness, Paul Schweizer awarded the Herb Sargent Award to Steve

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