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the right direction. The pilots selected to compete had the opportunity to elect the Captain. While somewhat new to the game he got on to things quickly and proved a tremendous help because he understood competitive flying. Let's not throw that experience aside. It may be helpful in the future. The money raised by subscription was spent on an equal basis. First it provided transportation for the planes. The next category was transportation for the pilots and Captain. The third category was to be transportation for the crew members, but that didn't materialize. The latter is mentioned as it is a very important factor. The pilots selected by the seeding committee but not elected to fly should go as crewmen and learn what an International Meet is all about. Later when they get to compete they don't go in cold. Other countries do this, notably, England and Argentina. Much more complete equipment must be provided for the pilots who participate though just how it can be obtained is problematical.

The Schweizer brothers, Ernie and Paul have contributed a lot toward these International Meets, especially the most recent one. They provided the planes and some full time help to get them ready for shipment. Most of all Paul Schweizer raised the money which provided the transportation for the planes and pilots. Their planes were the only all metal planes in the meet and were a great source of interest to all the soaring fraternity. But that type of advertising doesn't help since most countries will not let their planes be imported. It is hardly to be expected that their interest would continue with such small visible results. What of the future?

How did the British make such a good showing in Spain after their poor showing in Sweden? By planning ahead—not three months but two years. The British took a full team (5 planes) with two cars, two way radio, meteorologist and even a tow plane—so they were independent of the frustrations we ran into. To my knowledge only one of the British could be classified as wealthy. By planning ahead we should be able to make half as big an effort. This will take complete understanding from the very top on down throughout all branches of the S. S. A. The big question now is, is it worth the effort? If so, let's go—and now.

Conclusions

International Soaring is the sport

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Bennis. This plaque was donated to be given once a year at this time, by the original members of the Hudson Valley Soaring Club, in memory of Herbert Sargent.

This year we have a new trophy. It is a black and white replica of a penguin, one of the most famous of the snowbirds. It is made of Venetian Glass and is most appropriate. It was donated and presented by "Papa" Schweizer, a person very dear to all associated with soaring at Elmira. He purchased it a year ago during the Snowbird Meet, while visiting in Venice, Italy. The recipient was Dick Ball who accepted it for the Mohawk Soaring Club. The suggestion was made that Dick and



Paul Schweizer explains the 1-23D instrumentation to Roy Proctor of Surrey, England, and Herb Tinney, EASC Junior Member.

some of his friends be held responsible for a protective case for the trophy. They agreed to make one.

The "KIWI BIRD" was then presented to Dave McKay for the first place in the contest. He had a total of three hours and 13 minutes in the air, which was a total for the two flights. After the awards, Lt. Col. Floyd J. Sweet, of the U.S.A.F. and newly elected president of the SSA, gave a talk on what needs to be done to create more interest in soaring. It was a very good speech given by an excellent speaker.

of kings and it is unwise to take it up if you have to worry about finances or feel responsible to the folks back home who help you to participate.

Sunday, November 28, 1954:

Among many fond adieus, 14 flights were made from the Hill ranging from 10 to 30 minutes. Both Saturday and Sunday many pilots were given a chance to get the "feel" of the 1-26. Twenty-eight such flights were made from the airport, in addition to the flying done on the Hill.

On Sunday, Larry Gehrlein, Jr. and Frank Brame in 1-23's and Paul Schweizer with the new 1-26, flew in a wave condition that existed over the Valley. This makes the fifth wave condition that has been recognized as such, in this area. Three wave flights were made earlier this year by Howie Burr. On Saturday Al Pow of London, Ontario, gained 1,500 feet in a wave found over the city of Elmira. Thus the most successful Snowbird Meet on record came to a close with better than 200 attending the final banquet after three days of excellent soaring.

1. Dave McNay	Flattop LK	193
2. Steve Bennis	1-23	169
3. Howie Burr	1-24	167
4. Bernie Carris	1-23D	138
5. Francis Bundy	1-23D	101
6. Del Miller	1-23	90
7. Stanley Smith	1-21	70
8. Ted Pfeiffer	LK	49



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