

vided superlative thermal soaring. This first contest day indicated better than average conditions. It was a task assignment by the Contest Board that offered a choice of two goals in a NNE direction—the far goal being 244 miles across the Berkshire hills into Massachusetts and the nearer choice at 147 miles just short of the Hudson Valley in N. Y. State. Following winds would be helpful but thunderstorms would dot the route, particularly during the later part of the day. Those with a liking for cloud flying might very well have ample opportunity to exhibit their skills in

measured little better at 41 miles, while Carris in the Schweizer kit-built 1-26 counted for 110, Ivans in a new 1-23D, the first man to be launched, had 133. Coverdale in his new 'Sky-lark' by Slingsby made a maiden voyage of 116 miles.

Neither goal being attained, the distances on course were good under the rules for 1 point per mile and the standings near the top at the end of this day showed: S. Smith 208, See 196, Goodhart 174, B. Smith 169, Opitz 142, and Ivans 133. What was young Bob Smith with only one national experience under his belt and

This proved to be the weakest day of the entire meet. Many contestants did not even go to the flight line, while others were forced to return to the hill failing a contact with a getaway thermal.

Schweizer and Ivans finally crept away hoping to fly into better conditions eastward down the Chemung river. They finally reached 35 and 36 miles before being forced to give up. This was sufficient to make it a contest day and all distances would count. This of course resulted in no material change in the standings.

Seven other pilots went traveling this day all peculiarly enough landing in the same hay field at the foot of the hill by O'Brien Bros' plushy eating establishment. These entrepreneurs of fancy and expensive food at O'Briens had made the sporting offer of "the works on the house" for all contestants and their crewmen who might chance to land their sailplane in the hay field at the foot of their hill. The fact that seven pilots with extra crewmen for this day, totaling some forty in number, dined sumptuously courtesy the O'Brien Bros., is, we are sure, purely a coincidence. The O'Briens suffered no financial loss as it worked out, for almost the entire



The Contest Board discussing the task of the day—L to R, Bill Frutchy, Barney Wiggin, Bob Taylor and Guy Storer.

Staff Photo

instrument flying by capering about in the tops of twenty-five thousand foot cumulus. Those with a yen for sight of terra firma at all times would be forced to zig zag the building Cu. The out goal would be worth 293 points (244 plus 20%) while the in goal would give 173. To be kept in mind was the fact that the Cu would likely develop into full-blown thunderstorms with turbulence of a kind only for the strongest pilots and machines.

Stan Smith in his Schweizer 1-21 proved the class of this first day by attaining 208 miles square on course to the out goal and only one good thermal short of it. Very close behind came Clarence See in the big Schweizer 2-25 two-seater who put down at 196 miles. Both of these pilots took full advantage of the clouds, See at one time attaining nearly 20,000 feet. Goodhart and Bob Smith were not too far behind with distances of 174 and 169 miles. Rudy Opitz in his first cross-country in Joe Anthony's newly completed Prue 215 was next at 142 miles.

Surprisingly enough, many of the thought-to-be-top flyers in the mele came down on the way with very short distances. Trager for instance made only a bare 32 miles. Bennis

The three top scorers in the contest, L to R, Bob Smith, Kem-pes Trager and Nick Goodhart.

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flying a rather standard LK 'Flat Top' doing up there in this fast company? Time would tell if this was one of those 'flash-in-the-pan' flights by a relatively new-comer to the big-time. And what of those 'hot boys' so far down the list, Trager 2nd from the very bottom? Oh well, one Robin does not make it Spring—they say.

July 6th 2nd day of competitions was open to pilot's choice. Conditions had deteriorated to such an extent that it appeared unlikely that anyone would be able to push beyond the twenty-five mile mark that would make it a day allowable for scoring.

contingent left at the hill, went to O'Briens for dinner as paying customers in order to join the 'freeloaders' party.

July 7th 3rd day found greatly improved conditions as the sluggish cold front had gone its way. It would be a task day and the Board thought to set a man-sized assignment that would tax the ability of the contestants and at the same time start separating the men from the boys. The Richard C. Du Pont Airport near Wilmington, Del., named for one of

(Continued on Page 6)