

22nd NATIONAL

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America's greatest soaring aces was ideally 177 miles ESE.

All American Engineering, a firm founded by Mr. Du Pont, was domiciled at this goal airport. They had generously contributed \$500 in prizes for the best flight in this task. The direct route would require a crossing of the Pocono Mountains and coming up to this barrier of 4,000 ft. ridges would make many a pilot think twice before trying a crossing. Thermal tops would probably not provide a complete view across this 30 miles of heavily wooded country.

Even the most daring would tip-toe very gingerly across these ridges, and if one tarried too long before making the run across, he would fly into the waning conditions over the plain beyond and likely not reach the goal. Some might go the long way around by dog-legging down the Susquehanna valley and across. Trager in fact did play it that way although at a sacrifice of speed. At any rate the results of this day should begin to indicate with some certainty, those pilots who would likely fly to top placings in this contest.

Of the 23 pilots attempting this goal six reached it. Another half-dozen came perhaps one thermal short. S. Smith, Goodhart, Ivans, B. Smith, Bennis and Trager hit the goal. Here we see Bob Smith still



Petite Miss Betty Reynolds and Clarence See beside the Schweizer 2-25.

Staff Photo

flying like a champion and Trager making the first move that might indicate he would have to be reckoned with in this tournament. The result of this day's score took him from next to the bottom to 10th place. Already he had had two very weak days and with nine very tough flyers above him, put him in no position to play it cozy. Standings of the top 10 were—1st, S. Smith, 426 pts.; 2nd, Goodhart, 422; 3rd, Ivans, 396; 4th, B.

Smith, 390; 5th, See, 302; 6th, Schweizer, 299; 7th, Bennis, 286; 8th, Coverdale, 273; 9th, Carris, 256; 10th, Trager, 255. Alberto Araoz the Argentinian pilot had gotten into the competition on this 3rd day of flying with a kit-built Schweizer 1-26 and made a 126-mile flight in his first attempt.

July 8th 4th day was open and weather appeared fair to good. Now for the first time we would see what these pilots could do by calling their

Bob Smith in his L-K 'Flat Top' came only three points short of the Champion's score.

Staff Photo



own shots. Nick Goodhart, the dashing Englishman, had shown from the start that he would probably be a front runner in this contest. His accomplishments in a national tourney at this same place two years previously had shown him to be one of the

world's great soaring men.

Goodhart went solidly into first place after this day's flying. He had called a 169 mi. goal at the Troy, N. Y. airport and made it handily. Ivans had also designated this same point as his goal. Arriving there he found visibility at a minimum due to industrial haze and his meanderings in search of the airport let him down just short of it. He therefore sacrificed the bonus points. Young Bob

Smith attained a goal at 167 miles scoring as heavily as the great Britisher and leaving no doubt in anyone's mind that here was another great young American soaring pilot.

Trager improved his position only slightly moving to 9th as Coverdale was grounded for repairs to his caravan which had been severely damaged in a traffic mishap on the previous day.

The standings here were 1st, Goodhart, 625; 2nd, B. Smith, 590; 3rd,

Ivans, 569; 4th, S. Smith, 526; 5th, Schweizer, 451; 6th, See, 434; 7th, Bennis, 434; 8th, Carris, 403; 9th, Trager, 385.

July 9th 5th day in this meeting showed as a soarable day but with scant possibilities for any earth-shaking flights. At this point the Contest Board looked eagerly for a day of conditions conducive to out and back, or circuit tries; this in order to ease the wear and tear on man and machine incident to retrieving. Some observers have been a bit critical of the Board for its setting of such prodigious tasks. This writer sees no justification for the Board easing the disciplines.

A 76 mile speed run to the Warren E. Eaton Airport at Norwich, N. Y. was the object of this 5th day's flying. This is the home town of another of America's great soaring men, the airport having been named for him, and members of his family having contributed a substantial cash prize for this event. In fact Mr. Warren E. Eaton Jr., his sisters and other members of the family would greet the contestants upon their arrival. Not only was this to prove a task that would extend the best pilots, but at the same time it was to be a gala affair with a great crowd gathered at this goal to cheer the winners.

Six of the 24 ships vying in this