

event arrived at the goal. Eight pilots were just a skip and a jump short. Clarence See in the big two-seater with Betty Reynolds as copilot, struggled with very weak lift in getting away from the Hill. Connecting finally with a building Cu at 20 miles out, they spurted smack out the top at 14,000 ft. enabling a straight glide across the finish line for the best in 2 hrs. and 12 min. B. Smith, S. Smith, Bennis, Trager and Coverdale were later arrivals. Ivans and Goodhart

leaders and left the standings—Goodhart, 759, 1st; B. Smith, 747, 2nd; Ivans, 684, 3rd; S. Smith, 681, 4th; Schweizer, 612, 5th; See, 579, 6th; Bennis, 572, 7th; Trager, 548, 8th.

July 11th 7th day of competition put the Contest Board to work again in trying to design a task that would break the virtual deadlock in the scorings of the top 10. The weather for this day indicated its cooperation in the contemplated shake-out process. Straight down wind seemed the best

for the bonus points. This day's performance boosted Trager to 5th position but left him still 50 or so points behind the top four with only two days remaining. This 7th day had held no magic for either of the Smiths; young Bob had fallen out of the air at 28 miles and the ex-champ Stan was down after only 15 miles. Carris in the 1-26 had played it smart by naming the 142 mile goal to earn almost as well as the front runners except for Trager. With the breaks with them, here would have been a day when the top three could have sewed up this contest, but the play did not work that way on this day.

Except for the tremendous improvement Trager had made in his placing, and the very short trips by the Smiths, which pushed Stan down to 8th and left Bob with rather heavy responsibilities in overcoming the great Englishman, this contest was still very much undecided. Goodhart was not too comfortably in first place with 894, 2nd the Californian Ivans of altitude fame with 849 points and no doubt wondering why it should be that his good friend Goodhart, to whom he had given the loan of his old 1-23 could be treating him so rough in the scoring, 3rd B. Smith at 775 probably wondering just where and how he had 'goofed' on this day, 4th Schweizer who was gradually improving his position each day but with too many worries for the con-



World Altitude Record holder, Bill Ivans and his new Schweizer 1-23E.

Staff Photo

were just 8 and 10 miles short.

Bob Smith had moved up into strong contention with Goodhart. Trager in 8th place did not show yet as much of a menace to the three pilots at the top of the list. But four more days were to be flown and it was indicated that all would likely be days of possibility. 1st, Goodhart, 690; 2nd, B. Smith, 688; 3rd, Ivans, 637; 4th, S. Smith, 622; 5th, See, 534; 6th, Bennis, 528; 7th, Schweizer, 510; 8th, Trager, 482, was a scoring situation the like of which this observer had not heretofore seen in any major soaring competition. No one could predict with any degree of certainty just how the final standing might be most likely to wind up. This same condition was to prevail right down to the end.

July 10th 6th day proved the weakest next to day number two. Go away altitude was very hard to come by and many came back from short trips for a second try. Paul Schweizer in fact was to come back for his second go and become the only pilot on this day to break the 100 mile mark, his distance being 102 miles. Goodhart with 69 miles and Trager with 66 were the next best flights of the day, the average of the day being about 50 miles.

The results of this day did not materially change the positions of the

course to follow with good possibilities for rather long goal attainments. Four choices were offered, goals of 33, 132, 176 and 215 miles.

In a southerly direction from Harris Hill went a parade of sailplanes this day. Most of the leaders were

Bill Coverdale lands his 'Skylark' at the Warren E. Eaton Airport, Norwich, N. Y.

Staff Photo



optimistically shooting the works for the long 215 mile goal. Trager and See felt the 176 mile point would be more likely of accomplishment and this proved the turning point in the fortunes of Trager in this contest. He made the goal while See was heart-breakingly short by no more than a mile. Bennis made it to this same 176 mile goal airport at Haggerstown, Md., but he had nominated the long shot and did not therefore come in

test operational problems—764. Fifth place now went to Trager with his 756. See in 6th place at 752 must have felt that 'Lady Luck' had solidly abandoned him by letting him down just short of the airport boundary fence at Haggerstown. Stan Smith must have sat glumly in 8th place with 696. But, tomorrow would be another day and there was yet another after this.

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