

July 12th 8th day with flying open to the pilot's selection, came up with a prediction by Wiggin that the winds would be fickle. You might be helped at times toward any point lying 100 to 270 degrees from the Hill. A situation to tax the imagination of the best of them. Here had indeed come the day of decision, the results of which should sure decide the fate of the combatants in this tilting match. Here a poor man pointwise, might



Official Observers, Herb Kinney, Bill Terry and Val Klitgord spot turning sailplanes in the Larissa Stroukoff goal and return event.

Staff Photo

suddenly attain riches—if he flew it just right.

The selection of directions by the various pilots ranged from almost due west, back around to SE. Westward to Ohio points were destinations of Ivans and Goodhart, not probably the best choice but good all the same for over 160 miles. Coverdale in his 'Sky-lark' had themselves a nice flight of 202 miles, the second best of the entire contest. But Trager was in position to do most damage to the score board, and he was unrelenting in the doing of it. He retraced his route of the previous day having chosen the same 176 mi. goal at Haggerstown. Arriving there with good altitude in hand he pressed on for every possible mile; this was it and he was going all out for distance. This effort took him 193 miles into W. Virginia, good enough to insure him something of a precarious perch on the top rung of the scoring ladder on which the American pilots would be measured. Goodhart held consistently to the top score in the melee. Being the National of another country he was not, of course, vieing for American honors. As tough a competitor as he is, we dare say he would get a 100 per cent vote of the American soaring men—and possibly some women—in favor of his changing citizenship to this country if he should choose to do so.

An unlikely possibility, let us add.

Here at the end of eight days of flying the only thing definitely decided is the fact that this class of pilots in the 22nd were most evenly matched. 1st, Goodhart, 972; 2nd, Trager, 917; 3rd, B. Smith, 909; 4th, Ivans, 905; 5th, Schweizer, 878; 6th, S. Smith, 761; 7th, Bennis, 742; 8th, See, 701. Many other fine flights were made on this day as on the other days in the contest. We have named in this commentary only the top bracket

would tighten up after being airborne—if at all. All of them approached this final and deciding day with gay abandon—if they had a care in the world the crewmen or someone else would show the worry of it. In the pilots meeting each in turn would heartily congratulate the fellow who had done better, and that fellow would modestly admit to having "flown over his head" and beyond his average capability. Here were gathered sportsmen, good and true. They were concerned with the score to be sure—but more they counted the manner in which they had played the game.

The Contest Board came in with all the appearances of a jury bringing a verdict of severe penalty. They would sooner have not had the job this day. So close were the margins separating the leaders, they felt in all fairness that no task should be assigned that would tend to put a lid on scoring possibilities. They set therefore a goal and return assignment that would be all but impossible of accomplishment. It would mark competition in a new event. Mr. Michael Stroukoff had established an endowment and solid silver trophy to be awarded annually in our Nationals, for the best out and back flights. The pilots would go not only for the National Championships or this day but for the Larissa Stroukoff Foundation cash prizes and trophy as well.

scorers in order to conserve space. All of the other contestants contributed magnificently to this brilliant tournament and are not to be ignored. On another series of days with the breaks going their way, any or all of them could easily be found in the top plac-

Contestants are greeted on arrival at the Warren E. Eaton Airport, Norwich, N. Y., by Mr. Warren E. Eaton, Jr. and his sister, Mrs. Elsie Eaton Allen

Staff Photo



ings. Watch the score board in future contests for their names—we predict that many of them will be seen there.

July 13th — 9th and final day of this Silver Anniversary event found a very tight situation at Harris Hill. Singularly enough the tension of the situation was markedly apparent with everyone connected with the contest except the very ones who should have shown it most—the contestants themselves. These men with nerves of steel

The airport at Utica, N. Y. NNE 104 miles, would be the turn point in this out and back attempt. It was not altogether an impossible task, and this writer is of the definite opinion that had two or perhaps more of the pilots chosen a different course they might very well have flown back to Harris Hill after turning.

Ivans was first to make the turn at 15:15, certainly with time enough left to make the return journey. He