

was followed shortly by Goodhart and Bob Smith. All swooped in over the turn and departed with no indication of having encountered lift either on the run in or out. Araoz the Argentinian in the 1-26 was next over and he played it differently. Finding no lift on his run in, he proceeded beyond the turn point and while still in sight of the observers at the turn and not far beyond, there connecting elevating conditions which took him to good altitude for the run away.

As Araoz was leaving the top of his 6,000 ft. thermal, six other ships with See, Wiberg, Coverdale, Bennis, Pfeiffer and Gehrlein flew over in mass formation happily joining in at the bottom of Araoz's tall lifter. Those pilots with radio were in constant communication with the communi-

The scoring totals shown herein will speak for themselves. No pilot made back to the point of departure, and the early turners, Ivans, Goodhart and B. Smith, went into final glides after turning. Araoz's strategy of not turning back into known flat conditions proved right as he came second in the day's results, being beaten only a few miles by Bennis. While Trager could not overcome Goodhart's lead, he did hold his own sufficiently to beat out young Bob Smith and Bill Ivans and fly to the top score for any of the American contenders.

The annual awards banquet of the evening of the day following was as usual the crowning event of our National Contests. Trager had won by coming from behind. He had hung on



Stan Smith (L) being presented the Bendix Aviation Gold Trophy by Dr. Harner Selvidge of the Bendix organization.

Staff Photo

cator in the tower at the turn airport and with each other. Also they could be heard communicating instructions to their crew, some of whom had arrived at the turn point and others who were back on the route to H. Hill. This observer was at the turn point seeing and listening to all that went on.

Quite some time after the departure of the mass flight and long after the turning of the first three, Stan Smith in his 1-21 hove into sight, tarried only long enough to work to reasonable altitude and went his way. The last ship to turn was Trager in his gleaming V-tail machine. He came around very low and those observing were sure that they would soon greet him on landing.

Trager however had ideas to the contrary and evidently business elsewhere as he finally spiraled slowly upward and departed in the direction of Harris Hill. It seemed certain to us that he could not possibly overtake either of the three who had first turned.

and fought it out in the best traditions of the sport. His machine in which he had flown to the 22nd National Soaring Championship was largely a product of his own hands and the result of his own ingenuity. This was by no means his first attempt to win the big one. He is a great champion and his accomplishment will be truly an inspiration to other devotees of the sport of soaring.

Loads could be written about the other wonderful events during this great Silver Anniversary contest, but in closing this little dissertation let me commend the efforts of the Elmira Area Soaring group, the splendid business and professional community of Elmira and all others having a hand in and contributing to this one of the greatest of our Nationals. Let me wish the best to Nick Goodhart and Alberto Araoz, soaring men from friendly foreign countries, and hope they and others from any country where men soar either with wings or with noble thought—will come and join in another of our contests.

ILLINOIS CLUB PROJECT

by TOM PAGE

The four-year project of the University of Illinois Glider Club to gain normal type certification for a modified Laister-Kauffman LK-10A has been successfully completed. The project followed the general outline of the modification proposed by Prof. August Raspet: flattop fuselage with bubble canopy, lowered and improved nose and deck fairing, added plywood top camber skin on wings, removal of all static counterweights in control surfaces, and elimination of aerodynamic balancing in tail surfaces.

The project was initiated and the structural changes carried out by Gilbert A. Moseley, former club adviser now with Boeing-Seattle. Student members of the club worked under his direction one evening a week and on most weekends for three years. Herman Linder, aircraft shop instructor of Champaign High School and a club member, aided with many stages of the work. The final tests were completed under the supervision of Tom Page, present faculty adviser.

Requirements for an amended approved type certificate for all LK-10A's that have been met are: static load tests of modified tail surfaces to 100 per cent of design load, extensive flight tests for flutter-free proof of new configuration, and final type inspection including acceptance flight tests participated in by CAA flight test engineer, Jack Hurley.

An amendment to Glider Specification G-15 will be issued by CAA permitting similar modification of other LK-10A's in accordance with a service bulletin being prepared by the University of Illinois club. The only changes in operating limitations are a reduction of placard speeds from 126 to 112 mph for air tow and dive and from 105 to 94 mph, spoilers extended. The allowable center of gravity travel limits are reduced from the present (forward) minus 1.7 and (rearward) plus 5.7 inches from datum line to the same forward limit but plus 4.6 rearward. The L/D ratio is believed to be raised from 22/1 to 26/1 by the improvements. The service bulletin will be available from the University of Illinois Glider Club, University Airport, Savoy, Illinois, for five dollars.