

AWARDS AND PRIZES

Du Pont Championship Award

The National Soaring Champion (United States Citizen) who amasses largest final score of contest points.

KEMPES TRAGER

Warren E. Eaton Memorial Soaring Trophy

For the most outstanding contribution to the art, sport or science of motorless flight.

BEN SHUPACK

The Lewin Barringer Memorial Trophy

For the best distance flight of the year made from other than airplane tow.

PAUL BIKLE

Bendix Aviation Corporation Distance Trophies

For the longest straight line distance flights from Harris Hill

1st—Gold Trophy—Stanley Smith—208 miles—Huntington, W. Va.

2nd—Silver Trophy—William Coverdale—202 miles—Ridgeway, W. Va.

3rd—Bronze Trophy—Clarence See—196 miles—Hinsdale, Mass.

Elmira Junior League Perpetual Trophies

To be awarded each year as follows:

1. Champion Novice Pilot

The "C" pilot with distance leg of Silver "C" who increases his FAI Standing the most during the contest.
Roscoe Christman.

2. Outstanding Field Operations Male Crew Member.

The crew member under 21 who contributes the most to the successful operation of the contest.
Mike Cameron and Ralph Thompson.

3. Outstanding Field Operations Woman

Katie Jones

Business and Professional Women's Award

To the outstanding Woman Crew Member—\$10.00

Ginny Bennis

Brace-Mueller-Huntley Award

Fastest time to Syracuse, New York, Airport

1st—\$50—Roscoe Christman

2nd—\$30—Bernard Carris

Beech Aircraft Award

To the pilot making the best time on a task flight designated by the Contest Committee—\$100.

Stephen Bennis—7/11—Hagerstown, Md.—4 hr. 43 min.—35.3 mph.

Buffalo Aero Club Prize

To the pilot accumulating the greatest number of miles of completed goal flights, i.e., flights to a goal, goal and return, or around a triangular course. These flights to count whether made on a task or open day. A suitably engraved Girard-Perregaux watch.

Kempes Trager—3 goals—426 miles.

The R. C. Du Pont Goal Flight Awards

To the pilots making the best time to the DuPont Airport, Wilmington, Delaware, by All-American Engineering Company, as follows:

1st—\$200—H. C. N. Goodhart—5 hr. 47 min.

2nd—\$150—William Ivans, Jr.—6 hr. 15 min.

3rd—\$100—Stephen Bennis—6 hr. 20 min.

4th—\$ 50—Kempes Trager—6 hr. 43 min.

Donald Douglas Trophy

To the Championship Soaring Club.

ELMIRA AREA SOARING CORPORATION

Larissa Stroukoff Foundation Award

To the pilot making the longest goal and return flights of the contest.

Stephen Bennis—135 7/13 and 145 7/8—\$200.00.

Warren E. Eaton Awards

To the pilots making the best time to the Norwich Airport on an assigned task flight.

1st—\$200—Clarence See—2 hr. 23 min.

2nd—\$100—Bob Smith—2 hr. 39 min.

3rd—\$ 50—Kempes Trager—2 hr. 43 min.

O'Brien Bros. Prize

Free dinner to the pilot and his crew landing in sight of O'Brien's Restaurant near Waverly, N. Y.—July 6—by

Stephen Bennis

Bernard Carris

H. C. N. Goodhart

Harold Bovenkirk

Larry Gehrlein, Sr.

Clarence See

Fairchild Aircraft Prize

Prize up to \$200 for flight to Municipal Airport, Hagerstown, Md.

1st—Stephen Bennis on July 11—4 hr. 43 min.

2nd—Kempes Trager on July 11—5 hr. 51 min.

3rd—Clarence See on July 11—6 hr. 6 min.

Munitalp Foundation Award

1. R. Swinn—England

2. Jack H. Lambie—U.S.A.

3. Fred Hoinville—Australia

4. Echarl Bruns—Germany

Paul Tuntland Award

1954—Harold Klieforth.

BIKLE SETS RECORD

by LLOYD M. LICHER

A new National (U.S.) record for distance to a predetermined point with return to point of departure of 268.20 miles (431.63 km.) was set by Paul F. Bikle on August 6, 1955. Paul flew from El Mirage Field, California to Essex, California, 134.10 miles (215.81 km.) east on Route 66, and returned to El Mirage in an elapsed flight time of 8 hours and 10 minutes. He was flying his modified Schweizer SGS 1-23 sailplane which has had the wheel removed and two-foot extensions put on each wingtip. His crew was in radio contact with him all the way and witnessed the turn along with local citizens. The landing was at 7:55 p.m., about ten minutes after sunset, and it was a real thrill to see him loom up in the twilight gloom with 1,000 feet of altitude for a victory zoom and touchdown within 100 feet of his takeoff spot. The last lift obtained was along an unexpected shear line 13 miles east, over George AFB, which gave an additional 2,000 feet of altitude and enabled him to complete the task. The day had been good but not in all directions. The desert was spotted with cumulus from noon to late afternoon with bases at 13,000 feet, the maximum altitude of the flight.

This flight beats the old National goal-and-return record of 260.38 miles (419.04 km.) held since 1952 by William H. Coverdale of Philadelphia. It was a close margin of 7.82 miles (12.59 km.) since the previous record must be beaten by 10 km. or 6.2 miles — planned that way. The present world record is now claimed by Poland as 296 miles (476.37 km.) with a flight made in June 1955 by Jerzy Wojnar.

Paul was flying on the fifth of eight days in the 1955 Southwestern Soaring Contest which is being conducted on a week-end regatta-type basis. He trailed Bill Hoverman by six points prior to the flight but took the lead easily with the 375 points this record flight earned him, one point per mile plus a 40 per cent bonus. Hoverman and two other leading contenders, Ivans and Maxey, were all forced down by cloud cover 116 miles (187 km.) out while trying to make goal-and-return to Bishop. The con-

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