

and forty-five minutes later all ships were back on the ground. Overcast had crept in and lift on the ridge was not adequate to maintain flight.

By noon time conditions improved, and by using alternate winch and aero tows most of those who wanted to fly were back in the air. Between 12 and one o'clock there were 21 launchings using one winch and one towplane, a take-off approximately every three minutes.

Conditions improved and many ships came back in so that others could fly. In fact, the rules promoted this by offering a 20 point bonus for every landing to pick up a passenger after a 30 minute flight had been made.

Dave McNay, last year's Snowbird Champion, tried his best to utilize this factor with his double bubble flat top LK. Looks like he would have made it had his special D.L.V. tow line attachment not been lost on one of the take-offs.

Snow squalls passed through periodically, making for much interesting flying. Along about 4 p.m. all 22 ships were in the air and stretched out at various levels when an ominous dark snow squall edged across the valley. It was by far larger than any previous squall. In fact it stretched east and west several miles.

As the squall engulfed the ships on the ridge, a hasty retreat was made and spectators and field crews alike pitched in to assist in one of the maddest scrambles Harris Hill has ever seen. Ships approaching in waves of three, four and more landed and were pulled off the field. In a period of ten minutes, nineteen landings were made.

A dauntless trio of Ed Seymour, Hal Bovenkirk and Howie Burr rode out the storm and after visibility was again restored the three ships were seen serenely pacing back and forth along the ridge in the calm of the after-storm. Sundown was soon upon us and this ended one of the most successful Snowbird meets ever held in over ten years of Snowbirding. Successful, that is to say, in regards to the number of hours flown as well as in other ways.

At seven-thirty, 160 persons were gathered in the Dining Hall for the Awards Banquet. Lt. Col. Floyd J. Sweet presented the Snowbird Trophy to Thomas Smith, a product of EASC's Youth Training Program. Tommy accumulated 425 points. The Champion Snowbird Club Trophy was awarded to the Toronto Glider

Club whose ships accumulated the most points.

Ted Pfeiffer offered one of his variometers and tanks as a prize. A special committee decided it should be given for the highest gained altitude. This was also awarded to Tommy Smith.

Each year the Herb Sargent Memorial Award is presented by the Hudson Valley Glider Club, to the person who contributed the most in the background of soaring. This year, Bernard L. Wiggin was presented this award for his continuous service in providing meteorological information dished out with typical Wiggin jargon, not only at the National Contests held in Elmira, but to any person who asks through the year, and also for his Captaincy of the American Team during the International Meet in England.

A new award was made this year. It was instigated by Mr. and Mrs.

chy, Dale Gustin, John Saxon, James Rodburn, Herb Tinney, Jack Wilkins, Bob Liddiard, Ralph Thompson, Mike Cameron, Bob Neiderberger, Jeannie Distin, Randy Wilkins and Peter Burr.

The contest had an international flavor with five ships and fifteen pilots from Canada, Mr. and Mrs. Beeston of Australia and Mrs. and Mrs. William Teague from Johannesburg, South Africa.

Sunday morning found most contestants preparing to leave, which wasn't true of the Canadians, however. The wind was about ten knots from the south and those indomitable friends from the north soon found a wave to the south of Harris Hill on which they soared until past noon.

Truly we can say this was the best Snowbird Meet ever. Four days of flying with some of us averaging better than three hours each day. What more can we ask?



Photo: J. A. Hirtreiter

The Canadian sailplane "Louden" waiting for Dave McNay's double-bubble flat-top to take off.

Harry Wilkins in memory of the late Charles J. Smith. This award is to be presented each year at the Snowbird Meet to the pilot who amasses the most hours of flight time from Harris Hill, anytime during the year other than during contests. Bob Smith of Ulster, Pennsylvania was this year's recipient. Bob accumulated over 100 hours since last year's Snowbird Meet.

A meet such as this should not come to a close without recognition of the tremendous effort put forth by many persons at considerable sacrifice of time and effort.

Sylvia Wilkins should receive special recognition for her efforts with meals, registration, scoring, etc. Bob Distin deserves a tremendous applause for his efforts in timing and scoring as well as being our meteorologist for the meet. Others who assisted were: Mrs. Harry Wilkins, Mrs. Howard Burr, Bob Smith, Bill Frut-

STATISTICS

Clubs Represented:

- Fort Wayne Glider Club
- Ohio State University Glider Club
- Ottawa, Waterloo, Wellington Glider Club
- Montreal Glider Club
- New England Glider Club
- South Jersey Glider Club
- Philadelphia Glider Council
- Western Pennsylvania Soaring Association
- Mohawk Soaring Club
- Metropolitan Air-hoppers
- Rochester Soaring Club
- Elmira Area Soaring Corp.

Number of ships entered—25

Total hours flown—92.7 hours (2 days of contest)

FINAL STANDING OF THE TEN TOP PILOTS

1. Thomas Smith	Flat Top LK	425
2. Howard E. Burr	1-24	418
3. David McNay	Double Bubble Flat Top LK	362
4. Harold Bundy	1-23D	346
5. Art Millay	1-26	343
6. Otto Zauner	1-26	327
7. Hal Bovenkirk	1-26	314
8. Ed Seymour	1-23D	280
9. Ted Pfeiffer	LK	269
10. Howard Trampenau	1-19	183