

# THE SECOND ANNUAL 1-26 REGATTA

by HOWIE BURR

The 2nd Annual (1-26) Regatta came to a dramatic close with a beautiful soaring day and all pilots flying in groups in the local area.

The Contest opened Saturday morning with a pilots' meeting at 11 o'clock. Conditions were not conducive for good soaring. Reports from Barney Wiggin's office bore this out.

A Contest Committee, consisting of Otto Zauner to represent the 1-26 pilots and Larry Gehrlein to represent the open pilots, was elected, plus Paul Schweizer and Fred Lawrence, Contest Director.

The tasks of the day were selected by the Contest Committee, with a goal-and-return to Costa Airport for the 1-26 Class and a goal-and-return to the southern tip of Seneca Lake for the open class. This meant that the 1-26's would be flying cross-wind and the open class would have an up-wind flight on the return leg. Cumulus began to form and trial flights started about noon. In spite of healthy-looking cloud development, conditions remained exceptionally poor.

Along about 5 p.m. it became known that Otto Zauner had landed at his goal and was the only one in the 1-26 Class to get away. This meant, according to the rules that Otto would have a field day on Sunday if he was the only one to gain points and he obtained 1000 points for his flight. Thus immediately Jack Wilkins and Dr. Harner Selvidge took off for a big glide. In the open class Lew Rehr had landed north of Millport about 10 miles toward the turning point. Larry Gehrlein with his loyal and efficient crew made a retrieve from the airport to get a second take-off from which he was able to get to the turning point plus a couple of miles on the return leg.

Thus ended the first day with Otto and Larry leading the field. At 6:30 p.m. all enjoyed a picnic supper as guests of Schweizer Aircraft, and boy, that corn was good! In the evening we were fortunate to have Hanni Heimgartner of Zurich, Switzerland, with us. Hanni showed us some extremely beautiful slides taken by her father, who is an instructor at Sama-

den, as well as, obviously, an exceptional photographer. Larry Gehrlein also showed his very fine colored movies of his trip last year to California and Texas. We are all indebted to Hanni and Larry for a very pleasant evening. Sunday morning found us surrounded by dismal nimbus clouds. Assurance from Barney Wiggin's office indicated that it would clear up and provide good soaring later in the day. With optimism

ed and from then on it was just a matter of ground heating. Soaring conditions improved rapidly to the point that all wished some form of X-country task had been established. Lots of interesting soaring followed until sundown. Nineteen ships in the local area brought vividly home to the pilots the need to follow the rules of the air and the necessity of allowing the first one to find a thermal to establish the direction of turning in the thermal. Probably the most outstanding flight of the day was that of Bob Mackenzie from Canada who made the longest flight and completed his Silver "C" duration.

The Awards Banquet started at 7:45 with Fred Lawrence, Ben Shupack and Ernie Schweizer presenting the awards. Paul Schweizer, Secretary of the SSA, on behalf of The Soaring Society of America, presented



Mr. Earl Southee receives the Eaton Memorial Trophy from SSA Secretary Paul A. Schweizer.

shared only by those who have had experience with Barney's weather predicting we waited patiently.

In view of prospects for the day, the Contest Committee selected duration as the task of the day with each pilot limited to one contest take-off. This meant that each pilot would have to carefully analyze the situation as to when he could remain in the air and yet start as early as possible in order to accumulate the most time. It was also established that contest flying would cease at 4:30 p.m. in order that the Statistic Committee could total the scores before the evening banquet.

By 1 o'clock the overcast had clear-

Earl Southee with the Warren E. Eaton Trophy for his outstanding work and contributions to soaring in years gone by. Earl in accepting the Trophy reviewed the years of struggle and hard work that helped to make the SSA and Harris Hill what they are today. Mayor Edward A. Mooers (Eddie to many) added a cheerful word of gratitude to Earl for his fine work in the past. After the banquet Walt Hausler showed us his new slides of the International at St. Yan which everyone enjoyed to the fullest degree.

Thus officially ended the Labor Day Regatta. Some of those who had long distances to go left that night or the

*(Continued on Next Page)*