

## 1-26 REGATTA

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 early hours of the next day. Labor Day turned out to be a wonderful soaring day with sparkling fresh air as the cold polar air deepened after the passage of the front early the day before. The contrast of billowy white cumulus clouds against the deep blue background made a perfect situation for the photographer and soaring pilots alike. Eleven ships utilized the conditions at hand including Bill Teague, Champion of the Union of South Africa for two years. Bill vented his pent-up enthusiasm for soaring by flying a 1-26 after six months of flying with the Canadian Air Force. Conditions tapered off about 5 o'clock and everyone had a satisfied, happy grin on his face indicating the Regatta was a real success with lots of good soaring by all. Thanks to Ernie and Paul Schweizer, Sylva Wilkins, Bill Frutchy, Miss Jones, Fred Lawrence, the Junior EASC members and the many others who assisted in many ways to make the Meet a success.

## SOME COMPARISONS

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 the Texas Soaring Association who ran our '56 National. Where they had literally scores of tow ships ideally suited for the purpose and in the hands of experienced tug pilots, we struggled along with a total of five tugs, three of which were barely up to the task at hand and flown by pilots who had not theretofore even seen a glider aero-towed. Even so we experienced no incidents, save and except some mighty low, long, slow tows.

Another thing, our timing started from the time the tow started to move, the time consumed in attaining cut-away altitude being charged to the pilot's total time in flight, whereas we assume that in the World's, they timed from a pass over a line after casting off tow. Actually therefore, our speeds were by true and more accurate timing, a bit better than we have reported. The slowness of our under-powered tugs was particularly aggravating and mitigated against the speeds of many flights.

While the prevailing weather during the period of our National was consistently fair to good, it was not super or superlative as it can be at times in the area of the contest.

While all of the foregoing probably proves not a thing, it is perhaps of some interest and worthy, at least, of recounting. It would seem to indicate that we have perhaps in the U.S. quite a good number of rather capable soaring men and some machines which measure up to at least fair standards.

Everything it is said, is good or bad by comparison. Is it therefore out of line for us to compare our U.S. National with the world's premier soaring event. We hope not—but even if it is, I have all the same done it.



Ernie Schweizer presents awards to 1-26 Regatta winner, Otto Zauner; second place, Art Millay, and to the new pilot making the most outstanding flight, Bob Mackenzie.

### RESEARCH PILOT NEEDED

Meteorology Research, Inc. is looking for a pilot to fly its oxygen equipped Cessna 195 on cloud seeding research projects. The flying will involve the regular taking of air samples at various altitudes, some long distance flights to investigate nuclei in different air masses, flights traversing through towering cumulus clouds to measure temperatures, upcurrents, and cloud particle sizes, flights for photography, and personnel transportation. Incidentally, we hope eventually to install a 450 HP—Pratt & Whitney engine in the Cessna to replace the unsupercharged 300 HP Jacobs—regular flights will then be to 25,000 feet rather than 18,000 feet. The total flight time will probably amount to 400 hours a year. About four months of the work will be away from the Pasadena headquarters. (Two months at a stretch—take the family.) The pilot must have a commercial license and instrument rating. It would be most helpful to this small company if the pilot also had an A&E rating or equivalent training. Since many of the flights involve studying upcurrents, glider experience would be helpful. Because of its varied interests, the company could probably make use of any special talents of the pilot, such as instrumentation or electronics ability, drafting, etc. Salary would depend on qualifications. For further information contact Dr. Paul MacCreedy, Jr., President, Meteorology Research, Inc., 939 East Union Street, Pasadena, California.

### FINAL STANDINGS

#### Open-Class

Larry Gehrlein	1-23C	2000
Louis Rehr	1-23D	1476
Art Thompson	Olympia	971
Hal Bovenkirk	1-23D	915
Howie Burr	1-24	893
Gordon Hicks	1-23	
R. Ford	1-23	
Schweizer— Lehecka	2-25	
Frutchy-Lawrence	TG-3	
Dale Gustin	LK	
Ed Seymour	2-22	

#### 1-26 Class

Otto Zauner	2000
Art Millay	1810
Jack Wilkins	1707
Harner Selvidge	1459
Bernie Carris	900
Joe Perrucci	
Hiller Kurlents	
Robert Mackenzie	
Don Ryon	
Grethen Dambach	