

NORTHEASTERN STATES SOARING CHAMPIONSHIPS

by BOB DISTIN

The 1956 Northeastern States Soaring Championships held on Harris Hill, Elmira, New York, July 7-8, 1956, will undoubtedly go on record as being the meet with the least amount of pre-planning and preparation.

Heavy work schedules combined with EASC efforts forced contest planning into the background; pre-contest publicity was marginal; but enough prizes were on hand so that each serious contestant won something.

Returning from vacation July 3rd I was informed of my assignment as Contest Director and what had not yet been done in the way of preparation for the meet. A mad scramble followed! Fortunately Sylvia Wilkins working with Katy Jones, located some forms left over from previous contests, and Paul Schweizer's file provided other pieces of useful material so that paper-wise we felt we were ready Friday evening, July 6th. And we were ready, except for one rather minor detail—we had failed to provide copies of the Contest Rules.

Personnel for the contest operation included Katy Jones and Sylvia Wilkins in the headquarters office, while Bill Frutehy assisted by the EASC Juniors, looked after flight operations. Flight statistics were handled by Herb Tinney, and the P.A. System was donated and operated by Ed Thomas. The Barney Wiggins department was capably handled by Paul Schweizer, who also provided food for the picnic and banquet. Towing was done by Elerco and Rochester's club ship flown by Ed Seymore.

Pilots and ships representing a wide area participated. Walter Can-

non, 16 years old, of Lincoln, Mass., flew a 1-19; Alberto Araoz of Argentina and Pittsburgh, Pa. flew the 1-23 "Second Chance"; Francis Bundy of Schenectady, flew the 1-23D "Tinney Bird"; Stan Smith and his well known 1-21; Steve and 1-23D; Bill Hoverman, late of California and now residing in Syracuse,

to accept and fly his new 1-23D. EASC was represented by Howie Burr flying the 1-24; Bernie Carris and his neat flat top LK; Jack Wilkins and his 1-26; Paul Schweizer flew a 1-26 also. Other pilots registered included Gretchen Dambach of Rochester, Bob Smith of Ulster, Pa. and Dale Austin of Elmira.

Howie Burr extended the welcome at Pilots' Meeting Saturday A.M. The task for the day, devised to keep the pilots as close to home as possible, was a 100 km triangular course flight from Harris Hill to Blue Swan Airport then to the north end of Cayuta Lake and back to the Hill. Our meteorologist promised, with the assistance of Barney Wiggins' office, that the stable conditions which prevailed would give way to soarable weather early in the afternoon. This proved to be the case.

About half of the competing pilots managed to get away but the wind direction and force were not conducive to flying the 100 km triangular. Steve Bennis made the best distance along the course, going approximately 14 miles beyond the first turning point for a total of 33.5 miles. Francis Bundy also made the first turn and 7 miles beyond, landing north of Waverly, a distance of 26.5 miles. Stan Smith made a notable

flight over surrounding countryside, but his projected distance on the triangle was only 26.5 miles. He landed at the former Broadway Airport which is now a little league ball park. Howie Burr turned the first point plus 3.5 miles for a total of 23 miles. Paul Schweizer and Bernie Carris worked up an appetite on the way

(Continued on Next Page)



Northeastern States Soaring Champion Stan Smith enjoys a joke with Larry Gehrlein during the meet.

flew his 1-23D; Larry Gehrlein of Erie, Pa. flew his Bunnynose 1-23C; Art Thompson of Glenshaw, Pa., flew the Olympia. Also from Pa. way was PGC's John Jednacz flying a standard LK-10A; Otto Zauner brought his 1-26 from Vineland, N. J. and from Rochester, Don Ryon and 1-26; Edgar Seymore and the 2-22; from Plainview, N. J. Dave Potter came