

points. Two pilots, Coder and Gehrlein, admitted getting lost and flying up the wrong valley to Norwich, the first day's turning point. Hoverman dropped to fifth in the standings by only going 20 miles while Maxey backed into first place with his 721 points. Carris was a close second only 41 points back.

#### Fourth Contest Day

Saturday morning found everyone ready for the scheduled open day. Barney Wiggin gave an encouraging weather forecast, warning against a poor area to the SE.

The assemblage at the pilot's meeting was saddened by the announcement of the death of Papa Schweizer that morning. As a result the traditional Schweizer lawn party was cancelled and Paul withdrew from competition. A collection was begun which eventually resulted in an \$85.50 gift being made to the Damon Runyon Memorial Fund for Cancer Research, in the memory of Papa Schweizer.

Take-offs began about 11:00 a.m. Conditions looked good and everyone got away in short order. The telephones soon became the focal point of interest on the field in expectation of the landing reports. As time passed and many pilots were still unheard from it was realized that an exceptional day was at hand, Fritz Compton went the farthest, 320 miles clear to the ocean at Plymouth, Mass. He told later of having an easy time

*Mr. and Mrs. Richard E. Schreder who were honeymooning during the contest —between flights in the HP-7.*

Photo: Ernest Schweizer



all the way in his L-K. A cloud street extended on out over the ocean which, together with his 6500 feet in hand, was a frustrating situation. This flight earned Fritz his Diamond distance leg but only 872 points. Dick Schreder in his HP-7 had meanwhile completed a 305.5 mile goal flight to Logan International Airport at Boston for 367 "point miles" to cop the 1000 points. The next longest flights were three of 244 miles, Stan Smith to his goal of Hiller airport

at Barre, Mass., Bob Smith and Bill Bowley to Willimantic, Conn. on their way to Cape Cod. Many others were scattered over western Massachusetts. Maxey only earned 599 points for his 220 miles but retained first place. Compton moved to second only 70 points out, Carris dropped to third. Schreder moved up to fourth and Stan Smith to fifth.

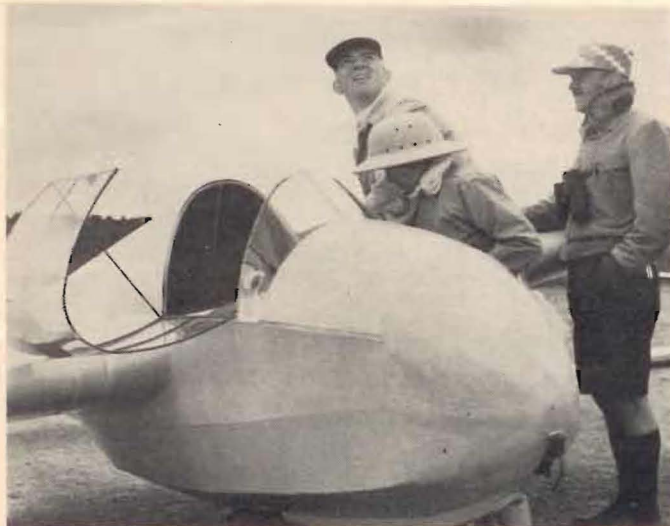
Dave McNay was the only one to try a southerly course on the other side of Barney's forbidden area to the SE. He pushed his flat-topped 1-26 in light cross winds 168 miles to Maryland Line, a city on the border of Maryland.

Compton's 320 miles was the second longest flight ever to be made from Elmira, exceeded only by Dick Johnson's 360 miles to Norfolk, Va. in the RJ-5 which established a new National distance record in 1951.

Total mileage for this day was 4956 which is believed to be a record for one day's flying from Harris Hill. Besides the two flights that exceeded 300 miles there were seven that topped 200 and 16 more over 100 miles out.

#### Rest Day

Sunday, July 7 was a rest day to allow for long retrieves. A spot landing contest was organized for the



*Fritz Compton checks on competition aloft as wife Baby helps prepare the venerable old L-K. Crew-man Gene Miller wonders how it can be so cold on Harris Hill in July.*

Photo: Rose Morie Licher

**E. M. G. A. M.**