



Lyle Maxey checks Joe Anthony's Prue 215A with which he led the standings for two days.

Photo: Elmira Advertiser

He was therefore unable to fly on the last contest day.

Compton's 1000 points moved him up to second and Bikle's carried him to fifth. Stan Smith flew a conservative 53 miles for 726 points, still 255 points in front. Carris dropped to fourth and Thomson rose to seventh, continuing a steady climb since his poor first day.

Seventh Contest Day

Wednesday, July 10, was the last contest day and, as scheduled, an open day. It was cold out, enough to evoke comparisons to Snow Bird Meet weather. That made for good convection, however, and Barney added an amplifying "very" to his prediction that it would be a good day.

Take-offs began at 11:00 AM. Everyone got off in reasonably short order but no sooner had the take-off cards been racked by the phones than the first landing reports started in. Compton went down less than 15 miles out after struggling on a low ridge with Stan Smith for some time. To protect his position he rushed back for a second try. Learning that Carris and Miller had been forced down 82 miles out at Wilkes-Barre he named that his goal, took off at 4:00 PM, and made it! His were the only bonus points of the day but they were not enough to keep Bikle from taking over second place in the final standings. Paul made the longest flight of the day for 1000 points, 244

miles to Cape May, N. J., the southernmost tip of the state where he landed on the beach. Stan Smith and Graham Thomson each landed at Atlantic City, N. J., 230 miles for 943 points and the second longest distance of the day. Schreder went 215 miles to Dover, Del. to move up to fourth place. Thomson's flight earned him fifth place and Bob Smith in his L-K went 229 miles to Woodbine, N. J. to end up in sixth place.

It is interesting to note that only six pilots exceeded 100 miles on this day and they all went over 200 miles. The remainder of the contestants were fairly evenly distributed along the first 100 miles.

Stan Smith emerged as the U. S.

Ray Parker and his Tiny Mite, the PJ-1, one of the cleanest sailplanes in the U.S.

Photo: Rose Marie Licher



National Soaring Champion for 1957 with a total point score of 5366 out of a possible 7000. This achievement automatically earns him a place on the U. S. Soaring Team for the 1958 International Contest in Poland. It was 24 years ago in 1933 that Stan also won the Nationals crown in Elmira. He has been a steady competitor in the intervening years, often placing high in the final standings. He flew a very consistent contest this year while most of the strong contenders slipped rather low on one or more occasions. Such is the way championships are won.

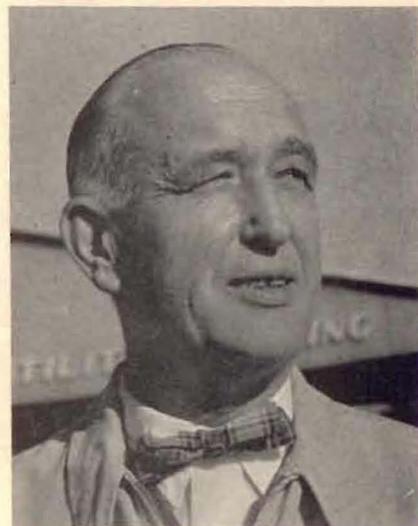


Photo: Ernest Schweizer

Barney Wiggin, whose meteorological prognostications mean so much to the pilots of every Elmira Nationals.

Organization

As usual, the contest organizers, the Elmira Area Soaring Corporation, conducted a very well-run meet. Efficient work on the flight line was supervised by Jack Wilkins and performed by EASC Junior Members. Starting and scoring were under the direction of Don Ryon, ably assisted by his wife, Gretchen, and Sylva Wilkins. Many others pitched in to help where needed, both local enthusiasts and the annual visitors to the Nationals. Over all was the guiding hand of Howie Burr, EASC President and Contest Director for the 24th Nationals.

Entertainment

The entertainment committee did very well in organizing a schedule of social events that filled in off hours for contestants, crews, contest personnel and other visitors. A swimming period was arranged on almost every day, although the weather was often so cold that few people would brave the plunge.