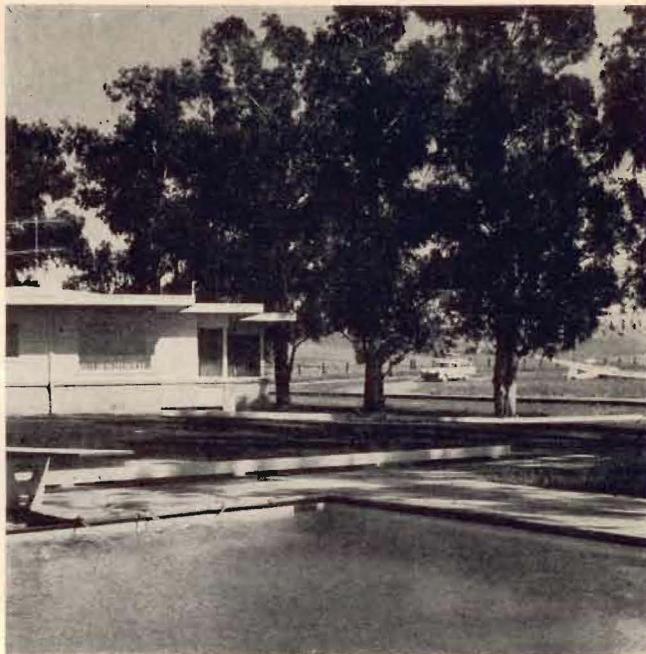


Staff Photo

Inside the hangar at Hummingbird Haven. Note the efficiency of the hangar structure.



Staff Photo

The Nelson's home is one corner of Hummingbird Haven. The swimming pool was christened during the Contest.

## THE 1957 CENTRAL TEXAS SOARING MEET

by MARSHALL CLAYBOURN  
from TEXAS SPIRALS, JUNE, 1957

The Austin Division of the Texas Soaring Association were hosts at a week-end contest on June 8th and 9th at their Georgetown, Texas site.

The Dallas-Fort Worth Division of TSA was well represented. The Waco, flown by Willis McQueen, towed to Georgetown the McQueen-Dobkins TG-3 and the Club TG-2 with Charles Dobkins and Burt Eldridge at the controls, respectively. Those motoring down were the Phil Easley family, Jon & Mary Carsey, Steve and Ruth Nephew, Wally and June Wiberg, Ken and Jane Jacobs, the Marshall Claybourns, Helen Navoy, Betty Reynolds, and Othmar Schwarzenberger. Jock Powell, flying the Ryan, towed S. S. Montgomery and his 1-23 down from Park Cities Airport. Sunday, Rawlin Smith and Joann Dulaney flew down in a Cessna. Jesse Womack flew down in a Tri-pacer. Darned if I know how Eric Craik got there. Jim Claybourn came up from Palacios with his and Marshall's parents, Mr. and Mrs. Guy Claybourn. George Morgan and Marion Griffen were among the visitors too. Jesse Womack was co-pilot to Floyd Fuller.

Oats towed the Hummingbird down on a trailer, part way by Navy's car, part way by a mechanic's car and part

way by Marshall's car. (Ed. Note: For all the hilarious details, be sure to read the account elsewhere in Spirals.) Willis McQueen flew the Waco (Wahco) to Waco (Wayco) to aero tow the 1-26 on to Georgetown so Oats could use the car to get the Hummingbird the final leg. Harry Lyon of Waco obliged by taking the 1-26 tailer to Georgetown.

Well, after a trip like that, the contest was a welcome rest. The scoring was based on: (1) the number of trips around a nine mile triangular course; (2) paper cutting, and (3) spot landings. Soaring conditions were not as good as they appeared. Only two trips around the relatively short course were accomplished in one day. Most pilots reported the thermals to be small, ill defined, and irregular. They must have been "bubble-type" thermals.

The Austin-Georgetown people sure know how to feed! An excellent Bar-B-Q Chicken and beer supper was served Saturday night.

More contests of this type are needed. The flying was sufficient, but not so demanding as to leave crews and pilots exhausted. Everyone had time to visit and enjoy the fellowship of soaring. Then too, they must have introduced a few new converts to the sport. We need 'em! Our thanks to the Austin guys and gals for a wonderful time.

## RESULTS OF THE CENTRAL TEXAS SOARING MEET

from AUSTIN AIRINGS, JUNE, 1957

By 9:00 o'clock Saturday morning, the sky was full of big, puffy cumulus clouds. It looked like a terrific soaring day from the ground, but the lift was weak. Marshall Claybourn, in his 1-26 managed to get around the nine-mile triangular course twice. Jim Echols, in the club TG-3, and Dave Malkemus, in his Pratt-Read, each made it around once. Claybourn took the spot landing "Oscar" at 31½ inches from the flag. Echols was second with 15½ inches, and M. B. Clisby did a beautiful job in ADTSA's brakeless 1-19, stopping 17 inches from the flag for third place. Bill Snead, Austin's 16 year old answer to Dick Johnson, didn't draw blood in the contest, but did manage to reel off a nice half-hour flight for a C award.

On Sunday, Claybourn clinched the contest, trophy, and "the works" by coming in first on the spot landing with 6 inches, cutting the paper 8 times, and making 2 laps of the course. Jock Powell, in Monty's 1-23 went around once. Ned Snead and Jim Echols came in second and third in the paper cutting contest with 3 and 1 cuts respectively. Second and third place winners in Sunday's spot-landing contest were Wyrick and Snead with 15 and 19 inches respectively.