

9TH ANNUAL WRIGHT MEMORIAL MEET

The 9th Annual Wright Memorial Glider Meet was held at the Richmond, Ind. Municipal Airport from May 30th through June 2nd. Twenty-six gliders were entered by 49 pilots.

Two divisions were provided for, the Junior for pilots without a Silver C or less than 200 hours of power time, the Senior for Silver C pilots and those with power time in excess of 200 hours.

A scoring system for eight different events awarded points as follows:

Endurance	200/hr.
Altitude Gain	10/100 ft.
Max. Altitude	10/100 ft.
Distance	20/mile
Distance to Goal	10/mile
Spot Landing	1000 less 10/in.
Bomb Drop	1000 less 10/ft.

The best effort in each event counted for scoring. A maximum of eight flights were allowed each pilot with only three attempts at spot landing and bomb drop permitted.

Final standings were as follows:

SENIOR DIVISION

- 1—2580—Nolin, G. R.
- 2—2370—Svec, Dean, 1-23D
- 3—2256—Meyer, Phillip
- 4—2210—Drew, Kit, 1-26
- 5—1945—Smith, A. J., LO-150
- 6—1926—Shaffer, 1-26
- 7—1880—Elias
- 8—1775—Bailey, Nelson, 1-26
- 9—1665—Bailey, E.
- 10—1475—Wolfe
- 11—1170—Holloran
- 12—890—Planchak
- 13—840—Mahoney, 1-26
- 14—685—Weiswurn
- 15—570—Weinreich
- 16—413—Page
- 17—320—Hepperlen
- 18—230—Schreder, HP-7
- 19—125—Sherrill

JUNIOR DIVISION

- 1—1410—Winn, Roy, 1-26
- 2—1200—Abels
- 3—1175—Gasper
- 4—1130—Keller, Robert, 1-26
- 5—1110—Fountain
- 6—970—McMaster
- 7—840—Davidson
- 8—795—Batts
- 9—740—Jost

- 10—735—Kohler, 1-23
- 11—520—Hohm, F., 1-23D
- 12—430—Turner
- 13—410—Christman
- 14—375—Reinking
- 15—202—Wood, Harrison F.
- 16—100—Flaglor, C.

COLLEGIATE STANDINGS

- 1—1490—Buckeye Glider Club
- 2—1355—Purdue Glider Club
- 3—0—Illini Glider Club

The best marks in each event were as follows:

SENIOR DIVISION

Endurance, 3.2 hr.	G. R. Nolin
Max. Alt., 8,000 ft.	Dean Svec
Alt. Gain, 6,200 ft.	Dean Svec
Distance, 32 mi.	Kit Drew
Dist. to Goal, 29 mi.	A. J. Smith
Spot Landing, 2 in.	Phillip Meyer
Bomb Drop, 12 ft. 7 in.	Nelson Bailey

JUNIOR DIVISION

Endurance, 1.3 hr.	Roy Winn
Max. Alt., 2,025 ft.	H. F. Wood
Alt. Gain, 25 ft.	H. F. Wood
Distance	No claim
Distance to Goal	No claim
Spot Landing, 3 in.	R. Kellner
Bomb Drop, 47 ft. 9 in.	F. Hohm

Of the 29 gliders entered, 17 were Schweizers including three 1-19's, two 2-22's, four 1-23's, two 1-23D's, five 1-26's and one TG-3. There were also two Cinemas, two L-K's, a Franklin PS-2, the Nucleon, the T-3, the HP-7 and a LO-150. These included ships owned by six different clubs.

NEW NATIONAL RECORD?

by JULIAN H. ALLEN

The Soaring Society of Dayton, Inc. reports that during their NINTH ANNUAL WRIGHT MEMORIAL GLIDER MEET a new record was set in the Mid-West. The record is one of safety, cooperation, enthusiasm, and consistency. Approximately one hundred and twenty pilots and forty sailplanes have been involved in setting this record. Practically every sailplane

and sailplane pilot in the Mid-West contributed to the accomplishment.

On May 31, 1957 the recording tachometer in the Soaring Society of Dayton's L-5 tow plane indicated the completion of one thousand and twenty-five hours of operation. Only about five per cent of these hours consist of local power flying, tow-pilot check out and cross country flying, with and without gliders in tow. Four thousand six hundred and six tows have been made during the period which began in January of 1951. (See "RX For Dayton's Towing Bug," March-April, 1952 Soaring).

Twenty-three pilots, all with gliding experience, have contributed to this operation. We started with six and at present have eleven with a different tow pilot assigned for each Saturday and Sunday of the month. No power training has been permitted. All tow pilots have a minimum of a private license with both power and glider ratings. A minimum of one hundred hours pilot-in-command power time is also required. We will eventually have all Silver C tow pilots as Silver C's get preference.

Fifty-five pilots have been introduced to soaring back of this tow plane. Our organization has grown from nine members to the present fifty-three members. (Incidentally, SSA membership is included in SSD dues. All of our members are therefore Student Members, Members, or Life Members of SSA.)

The SSD, so far as I know, was the first club to own and operate an L-5 tow plane over an extended period. Since then numerous clubs have acquired L-5's. Until the L-19's become available, we think the L-5 is the best all-round tow plane available. It features an electric starter, minimum fabric, rugged structure, wonderful performance (with a flat prop), easy to fly, built in three point, and surplus parts readily available. Although several of our tow pilots are quite bald, I can personally assure you that mine cannot be attributed to towing with this airplane. I've made over eight hundred tows on the front end and half that many on the back and enjoyed them all!

I think this towing operation is a Mid-West, if not a National record. I hope it can be exceeded by many clubs. Perhaps it already has been. Although seldom publicised, I believe records of this type are fully as significant as the higher, faster, farther records. No one can deny that it takes both to advance the sport.