

ELMIRA INVITES YOU TO THE 24th NATIONAL

Southern hospitality . . . New York State's Southern Tier hospitality, that is . . . is extended to all Soaringdom (if that's not a word it should be) for the 24th National Soaring Contest July 2-11, at Harris Hill, Elmira, cradle of gliding and soaring in America. The glad hand and the red carpet will be out for all comers, with sturdy thermals and friendly ridge currents thrown in for good measure.

Celebrating its Silver Anniversary this year, the Soaring Society of America sanctions the Nationals for the 22nd time. The first two National meets at Elmira were sponsored by SSA's forerunner, the National Glider Association. This year's contest will be Elmira's 19th National. Of the others, four were held in Texas, and one in California.

The Elmira Area Soaring Corporation in sponsoring the 1957 meet has the cooperation of Elmira's Association of Commerce, the Junior Association of Commerce, and the community at large. Participants and visitors can fit the meet easily into a two-week vacation, as the contest opens on a Tuesday and extends thru ten days until Thursday, July 11.

Bill Coverdale of Devon, Pa. was the first pilot to register for this year's contest. Bill will fly his new 1-26. Upwards of 50 entries are expected. Among the other early registrants are:

Graham Thompson of Santa Barbara, Calif., runnerup in the 1956 contest with his R-J-5; William S. Ivans of La Mesa, Calif. with his 1-23E; Ray Parker of Inglewood, Calif. with his Tiny-Mite; Capt. Bill Bowley of West Point with his 1-23F; and John Randall, Eastern Airlines pilot, of Coral Gables, Florida with his 1-26.

Adding zest to the competition and giving the spectators a real break, flying on all but two of the contest days will bring the contestants back to Harris Hill at the close of triangular course races, goal-and-return tasks, and other similar tasks. Open days—when each pilot chooses his

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lowing days, pilots will have their choice of starting times in order of the previous day's performance. Pilots must be present in person to pick their take-off time. After the second day, pilots who do not maintain 33 1/3 per cent of the average score of the first three places, will have to give way to pilots with scores above this amount at any time.



If the thermals let you down but the wind is South-Westerly you will soon know every tree on the hill at the SW corner of Harris Hill. Large flat fields at the bottom make for good, safe landing areas.

own flight—usually a cross-country distance flight—are scheduled for July 6 and July 10.

Hoping to attract more than the average number of outstanding pilots from near and far, a liberal mileage remuneration system has been set up by the host sponsor, EASC this year. The 10 top pilots in the 1954 '55, and '56 Nationals, and competing U. S. pilots in the 1956 International Soaring Contest, will, if they enter this year's meet receive three cents per mile of airline roundtrip distance between their respective home bases and Elmira.

A new take-off system will be in operation this year. On the first day, pilots will draw lots to determine their take-off positions. On the fol-

For the first time, Glider Club entries in the contest must fly ships registered in the name of their clubs, in order to participate in the National Club Championship. Previously it was possible for private sailplane owners flying their own ships to win points in the club competition. The change in the rules now opens new possibilities to the clubs, and it is hoped that many of these groups will enter the contest this year.

Arrangements are being made for the Harris Hill swimming pool to be open to contest personnel this Summer, and a variety of social events is planned to make the evenings enjoyable for one and all. These events will include the Schweizer Aircraft