

# SECOND ANNUAL ILLINI SOARING CONTEST

by FRED B. FRIEDEWALD

Shakespeare couldn't have written a better script than the Illini Glider Club did over the Labor Day weekend, for their second Annual Soaring Contest. Many of the leading actors were cast from the 25th National Soaring Competitions, including such notables as R. E. Schreder, H. W. Jensen, S. D. Lobmaster and K. Drew. The props left nothing to be desired; 17 sailplanes handled by 27 pilots. When the curtain was drawn for the first act, on Saturday, the stagehands had provided the following:

|            |               |
|------------|---------------|
| 1 HP-8     | 1 Cinema B    |
| 1 2-22     | 4 1-26's      |
| 4 L-K's    | 1 TG-3A       |
| 2 LO-150's | 1 Bowlus Baby |
| 1 Ka-6B    | 1 Plank       |
| 1 Ka-7     | (Unfinished)  |

The play progressed rather slowly, but the performance during the second act, Sunday, had the audience applauding (and the crews driving all night). During this act, the plot thickened, with the following performances being made:

## GOAL AND RETURN

First - (tie) A. J. Smith & H. W. Jensen, 90 miles, Both LO-150's.  
Second - R. E. Schreder, 70 miles, HP-8

## GOAL

First - L. W. Glaser, 202 miles, Ka-6B  
Second - Kit Drew, 150 miles, 1-26

## DISTANCE

First - S. D. Lobmaster, 186 miles, 1-26  
Second - Charles Kohls, 162 miles, K-7 (2 place)  
Third - Kit Drew, 150 miles, 1-26

## ALTITUDE (M.S.C.)

First - W. Geiselmann, 5,440, L-K  
Second - R. E. Schreder, 5,360, HP-8  
Third - Rich Hawker, 5,200, TG-3A

## SPOT LANDING

First Kit Drew, 0", 1-26  
Second - Ken Flaglor, 1", 2-22  
Third - Galen Asher, 6", 1-26

## ENDURANCE

First - R. E. Schreder, 3:45, HP-8  
Second - W. Geiselmann, 2:33, L-K  
Third - Chuck Flaglor, 2:02, TG-3A

The rules of the contest were such that the pilot was required to declare the nature of his flight at take-off time. Altitude and duration had to be made in the immediate vicinity of the airport. Schreder's endurance flight started after he had completed his goal and return. Schreder and Jensen both stayed up until dusk, working the lift over the Champaign-Urbana area long after the Cu were gone and the other gliders were hangared for the night. Jensen became the center of attention, staying up 6 hours 48 minutes.

The intermission was in the form of a hanger party, for those who could attend. It was fortunate that the playwright furnished a long intermission because it was 7:30 A.M. on Sunday before the whole cast was returned to the stage.

When the curtain rose on the third act, Monday, the audience found a very tired cast from such a demanding second act. It seemed most of the actors were very happy giving passenger rides in the two-place ships, keeping all of the tow planes busy.

Credits must be given to the specially designed "Hi Tow" plane of Ken Flaglor's, which will tow a Cinema B to 2,000 ft. in 2 minutes flat, along with the U. of I. "85" Aeronca and the Illini Airport's Super Cub.

## JURIO TSUCHIYA

On June 28, 1958, Jurio Tsuchiya passed away at Starkville, Mississippi, at the age of 35 years. Ironically though he was a specialist in fluid mechanics, his death was caused by an internal hemorrhage.

He served with devotion and concentration in the Aerophysics Department of Mississippi State University. His field of endeavor was in analytic aerodynamics. His memory will be preserved by his contributions to high lift through distributed suction boundary layer control. Notable achievements of his included the programming for a digital computer Imai's method for pressure distribution. He wrote several papers on this subject including one on programming Karman's method for pressure distribution on a body of revolution.

In January of 1958, he received his Master's degree in Mathematics from Mississippi State University. In addition to his high scholastic honors, he was also elected to the honorary society of Phi Kappa Phi. He was a member of The Soaring Society of America, Inc., the Institute of Aeronautical Sciences, the Society of Aeronautical Engineering of Japan and the Institute of Mechanical Engineers of Japan.

Mr. Tsuchiya did his undergraduate work at Koyto University and received a degree of Master of Mechanical Engineering from Kyoto University in 1945. He served his Alma Mater for a year in 1945 as an assistant in the Mechanical Engineering Department. From 1946 to 1950 he held staff positions as lecturer and professor on the engineering faculty of Shiga Prefectural College. He was a research fellow on the staff of the Shiga Prefectural College from 1950 to 1954. He came to Mississippi State University in May of 1954 to do research in the dynamics of real fluids. He leaves his wife, son, and his parents, all of whom reside in Japan.

His colleagues will miss his cooperation and support. His unpublished papers are being completed by his colleagues as a memorial to their co-worker, Jurio Tsuchiya.



First place trophies, designed and built by Don Larson and Arnie Wilson, second place computers and third place tie clasps.

Photo:  
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