

PILOT	SHIP	CLUB
Carris, Bernie	2-25	EASC
Carvalho, Cid	TG-3A	RSC
Fessenden, Al		EASC
Gertsen, Kai	1-26	RSC
Gray, Jim	1-20	EASC
Miller, Del	1-23	—
Mitchell, John		RSC
Page, Tom		MASA
Perrucci, Joe	1-26	EASC
Pfeiffer, Ted	L-K	MASA
Pierce, Russell		M-ASA
Placek, Bill	1-23D	—
Redway, Jim	1-23	M-ASA
Robinson, Phil		M-ASA
Schweizer, Will	1-26	EASC
Seymour, Ed	1-26	RSC
Seymour, John		RSC
Shober, Bill		M-ASA
Smith, Ray		M-ASA
Sterling, George	1-23	SJSS
Strauss, Brad	1-26	EASC
Tombs, Stan	1-20	EASC
Trampenau, Howie	L-K	EASC
Wenzel, Merv	1-26	—
Wilkins, Jack	1-26	EASC
Zauner, Otto	1-26	SJSS

Sunday was a day of rest, easy flying, farewells, packing and departure of trailers, pilots and crew members. Not to be outdone, old man weather had the final say, for he presented a violent line squall, thunderstorm and cloudburst for the final event. The foot-lighting dimmed as the curtain of rain was drawn on the third act of 1958's Northeastern Soaring Contest.

CEN-TEX MEET

(Concluded from Page 6)

most beautiful flying demonstrations in their 1-26's that we have seen in many years. They included loops, spins, wingovers, and formation flying. Truly a nice job.

For those who could make it, we did a bit of sailing (yachting type) and swimming on Thursday night; Mexican Dinner at El Matamoros followed by appropriate liquid refreshments at Ned Snead's on Friday night; and a Bar-B-Que Dinner at Georgetown on Saturday evening. It was most apparent that a good time was had by all. We look forward to another for next year.

Once again, thanks to all who assisted ADTSA in this 1958 Cen-Tex Meet and, lest we forget, particularly thanks to our tow pilots, Jock Powell, Al Mecker, Dave Gray, Marion Griffith, Jr., and the others who served.

SEPTEMBER-OCTOBER, 1958

IN MEMORIAM

by EARL O. MENEFFEE



The late Dr. John B. Sawyer and his Nimbus II sailplane.

Dr. John B. Sawyer — Doctor, Pilot, friend and a wonderful guy. What more need be said? To the people who were privileged to know him, here was a treasured acquaintance. The sort of person who was capable in whatever he undertook and whose outstanding trait was his "likeability."

"Doc" really got active in our soaring game about 1947, though he had had previous experience in gliding. Living, as he was in the San Francisco Bay suburb of El Cerrito, he concentrated his early activities at Buchanan Airport which was fairly near to his home. When the Northern California Soaring Association began to develop in the area, Doc began making his presence known at the Warm Springs Airport. At first he was flying a Schweizer TG-3 and then later in single-place, high-performance Mitchell designs. As the N.C.S.A. developed, "Doc's" soaring abilities became known and respected for he was always counted in as "one of the fellows you had to beat."

His ability as a soaring pilot grew along with the N.C.S.A. until, in 1957, he was the first place winner of the Annual N.C.S.A. Meet and second in 1958.

While at Bishop during the 1958 Nationals, Doc took an important place in the proceedings; acting as chairman of the rules committee and

as a strong contender for the championship. During his flights at this contest, he set up five new California State Soaring Records.

Doc was killed as a result of a flying accident at this meet. Why it ever had to happen surely none of us mere mortals will ever know. We do know, though, that he will be missed by many, many people who will remember him as a wonderful friend.

EAA

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