

NORTHEAST STATES REGIONAL MEET

by LOUIS B. FEIERABEND, *Contest Director*

The Hudson Valley Soaring Association was host to the annual Northeastern States Meet held this year at the Dutchess County Airport near Poughkeepsie, New York. Twenty pilots competed, several flying the same ship, in turn, as teams.

The Memorial Day weekend was blessed with soaring every day of the meet.

A thirty-five mile closed circuit triangular course was the task for the first day. One pilot, Gleb Derujinsky flying his Schweizer 1-23G, made the complete circuit and took an early lead in the proceedings. Ev Keeler in another 1-23G got back to his take-off point after negotiating two of the prescribed turning points. Ed Kennelly and Bob Howerton landed after negotiating the first turn. Most pilots experienced quite some difficulty in gaining altitude over their 2000 foot release altitude. Conditions above 3000 feet, however, were good and a number of pilots reported 1000 feet per minute climb right up to the 6600 foot cloud base.

An added attraction was the flight of Pete Bowers' replica 1910 Curtiss pusher biplane from Albany to New York City. A refueling stop was made at the Dutchess County Airport with hundreds of enthusiastic spectators witness to the commemorative Glenn Curtiss flight. Two helicopters, a blimp and a Helioplane made up the remainder of the procession. As this varied group left Poughkeepsie, Kurt Reupke who, a

few minutes before had released his aero tow from Long Island, briefly joined the flying caravan: aerial smorgasbord indeed!

The weather forecast for Saturday, the second day, predicted the passage of a cold front with the possibility of violent thunderstorm activity. Since these meteorological fireworks were expected during the middle of the soaring day, it was voted that this be a non-contest day. Actually the front's bark was worse than its bite. George Downsborough took off in his Nelson Hummingbird to test the cumuli which built up after the frontal passage. Shortly thereafter the rush was on - everyone in sight was launched, including one lady spectator who was wearing an extra wide brimmed hat (not really, the ground crew couldn't find the release hook) and everyone had fun. All were eligible for the spot landing award which was sponsored jointly by FLYING Magazine through "ol reliable" Alex Dawydoff and the Hudson Valley Soaring Association. Marty Beck's 1-26 stopped just nine and one half inches from the marker.

Sunday dawned bright and clear. At the pilots' meeting an open day was declared. The wind was light and variable. One of the first "cottonballs" to appear over the airport was sampled by Bill Schumacher in Hank Henderson's shiny new 1-26. The "sample" lasted a couple of hours with everyone getting the message that this was going to be one

of those days we all dream about. Practically everyone declared goals, with some goal and return. At one thirty no one would suspect that a hot glider contest was in progress. There wasn't a ship on the ground.

Reports began to come in: eighteen, twenty-two, thirty-one miles. At four o'clock two ships had not reported: Ev. Keeler flying his 1-23G on a declared goal and return to Great Barrington, Mass., and Dr. F. P. Bundy and his 1-23D who had declared Matamoras, Pa., the turning point for his goal and return flight. Dr. Bundy landed at his take-off point at 4:34, rolling right up to the spot where his trailer was parked. Elapsed time three hours twenty-nine minutes. Ten minutes later Ev. Keeler made his arrival over the Dutchess County Airport. He called in on radio and said that he was going to try to hang on long enough to complete the five hour "long sit" for his final Silver C leg. Although there was still some thermal activity, the "spunk" was out of it below 2500 feet. The news reached everyone on the field, either by word of mouth or by clairvoyance, and everyone began rooting for the man. He did make the grade, landing at 5:19 p.m., just five hours and five minutes after his 12:14 p.m. release from tow for the subsequent ninety-six mile round trip. Since Ev. had accumulated thirty-two points from his triangular course task, this put him solidly in first place as the winner of the Northeastern Regional with 152 points. Dr. Bundy was runner-up with 120 and Gleb Derujinsky third with 44.

The team of Hod Taylor and Gleb Derujinsky cornered the team trophy with 82 points.

Team runners-up were Virginia Sweet and Bob Howerton, representing the Mohawk Soaring Club of Schenectady, N.Y., with 29 points.

It took the combined efforts of many people to coordinate the glider operation with the normal traffic of a fairly busy airport. Boys from the Air Explorer Squadron, Boy Scouts of America, as well as young men from our local C.A.P. group did a fine job in keeping the spectators out of the crew areas, retrieving tow lines, and doing the necessary leg work.

The contest director was continuously assisted during the meet by Dr. Lloyd Hunter, the club president, Jack Raef, Howard Van Winkle, Walter Buslik, Bob Delocis, and C. A. McKinnon.

Northeast efficiency - one tractor tows three sailplanes to the starting line at the Dutchess County Airport during the Northeast States Regional Meet.

Photo: Peter M. Bowers

