

winners on each contest day and for ships totaling the most points while flown by two or more pilots, numerous pilots were encouraged to enter even though they could not participate every day. The result was 23 contest pilot entries flying 19 different sailplanes. In addition, 7 sailplanes flew locally just to enjoy the fellowship. The facilities available at Elsinore and Skylark Field enabled many participants to bring their families for an enjoyable time.

The first day was an open day. Paul Bikle in his 1-23E attempted a 105 mile triangle (Hemet - Warner Hot Springs - Elsinore) and completed 88.5 miles for first place before being forced down in the marine air at Temecula. Jack Lambie completed a 50 mile triangle (Perris - Gilman Hot Springs - Elsinore) for second place. Five contestants landed 33 miles out at Banning airport for third place.

A Hemet - Perris - Elsinore triangle was set as the task for the first Sunday. Fifteen sailplanes left the field for this 40 mile course in a rather stable, smoggy air mass. Five pilots used the smog front lift correctly to complete the course. Dave McNay in his 1-26 was the fastest with a time of one hour, twenty minutes; two minutes in front of Paul Bikle. Les Benis was close behind.

Saturday, May 30th, brought the same type of weather as the previous two contest days. A stable air mass gave maximum thermal altitudes of 5000 ft. ASL, and the marine air mass, colored with Los Angeles smog, pushed down the valley to provide good soaring at the shear line from early afternoon to sunset. This open day went to the San Diego entries, with Ernie Shattuck completing a 56 mile triangle, Ted Grabowsky a 50 mile triangle, and John Swinson making a 45 mile flight to West Palm Springs for his Silver C distance.

The final contest day brought out real competitive spirit, with only 300 points separating first and fifth place. A 40 mile goal and return course was set, with improving weather forecast. However, the air mass apparently had become even more stable, and about an hour after launching, the fields in the vicinity of Lakeview, the turning point, were filled with sailplanes. No one completed the task, but Les Benis flew the Super Bowlus 28 miles for 1000 points and came from fifth place in the standings to win the contest.

NATIONALS PREVIEW

by HUGH H. WHITNEY, *Contest Manager*

The 26th Annual U.S. National Soaring Competition runs from July 1 through 10, 1959 at Harris Hill near Elmira, New York. At press time, the organization is well set and we are anticipating a keen sporting contest. So in case you are not already on your way to Elmira, drop everything and join the parade of soaring contestants, friends and observers traveling to the 26th Nationals. Phone, write, wire, or just appear; you will be welcomed by the sponsor, Elmira Area Soaring Corporation.

The detail participation of the Soaring Society of America in the conduct of the technical portion of the contest is being ably supervised by John D. Graves, Competition Director. As mentioned in the May-June issue of *SOARING*, Bill Placek will be the FAA Safety Representative. And the Dean of soaring meteorologists, Barney Wiggin, will be weathering his twentieth National contest. There is even rumor that his bag of forecasting tricks includes some new devices.

The EASC has named J. Walker Owens as Business Manager. He is Secretary of the Elmira Association of Commerce. Tireless EASC member Dale Gustin has been named Director of Field Operations. Of particular note is the effort this year to provide professional publicity advice both before and during the contest. Through arrangements with the Mellor Advertising Agency, Mr. George Mellor, and Mr. Jack Brown will be responsible for disseminating information about the contest nationally,

as well as coordinating the press representation at the contest site. This should help those of you who cannot attend to keep up with contest news through your newspaper. If you wish to receive more detailed daily information, the EASC will mail you copies of the Daily Bulletin for \$1.00 regular mail, or \$1.50 air mail. For subscriptions to this service, or other information, write to: Elmira Area Soaring Corporation, Federation Building, Elmira, New York.

Just a few reminders concerning safety are in order. Be sure to check those experimental aircraft geographical restrictions to make sure that the ship can be flown in the Elmira area. Also, a good check of the pilot's qualifications and familiarity with recent FAA regulations is a must. The EASC will have personnel available at Harris Hill to insure a safe pre-contest and post-contest flying period. Safety is everyone's business!

So come visit us in Elmira for the 26th Nationals. If you can't attend in person, keep reading *SOARING* for the results. The Contest Rules (see May-June issue of *SOARING*) and the preliminary intention of pilots such as Dick Johnson, Peter Riedel, Dick Schreder, Bill Coverdale, Paul Bikle, Paul Schweizer, Bernie Carris, Bob Brown, Fritz Compton, Fritz Sebek, Kit Drew, Otto Zauner, Lew Rehr, Del Miller, Francis Bundy, John Randall, George Coder, Jim Smith, Gleb Derujinsky and Bob Smith to compete should result in some interesting soaring, and scoring. Why don't you come and join in the fun?

The Harley Shaffer - Tennis Mahoney 1-26 takes off from Harris Hill on a winch tow. Numerous 1-26's are expected to compete in the 1959 Nationals, as well as a full complement of higher performance sailplanes.

Photo: Ernest Schweizer

