

of the club that might also be adopted by other soaring groups. It concerns financial support of a pilot and one crew member attending the national contest. If adopted, this proposal would establish a fund to be used each year to send a pilot and crew member to the Nationals for two weeks, covering housing, meals, and an allowance for automobile expenses. Choice of the pilot would rest with the board of directors of the club, and would be open for competition to all member pilots. The pilot would provide the sailplane, tow car, and any other required gear, whether it be his own or borrowed.

The proposal reiterates the declared purpose of the KSA, to promote the sport in Kansas and the United States, and this scheme is one of the best ways of doing just that, that your editor has come across in a long time.

### New England Soaring Assn.

The NESA's sixth annual soaring meet was held over the Labor Day weekend, with top honors going to Merv Wenzel of Trumbull, Conn. Seven pilots participated in distance, task, altitude and duration categories. In spite of rain on Sunday morning, the group of fifty-two people enjoyed a picnic lunch provided by the distaff members.

Contest Chairman was Andy Anderson, with some novel trophies for the winners. The high scorers took home pewter mugs, the largest one having a glass bottom, the better to keep track of possible enemies while guzzling (here now!).

The group hopes to arrange several interesting projects that were hatched during the meet. They involve exploration of the western face of the Berkshires, investigation of the standing waves that frequently develop over Mt. Monadnock, or a gypsy tour west to Utica, Syracuse or Batavia.

### The Soaring Society of Dayton, Inc. A Chapter of SSA

The main event of the summer season was the Annual Wright Memorial Glider Meet, this being the 12th one. The Memorial Day Weekend weather was too normal, that is, one rainy and two marginal-to-medium days. The fourth day was "no contest, flying for fun" as is our custom, with good weather.

We had fifty-two pilots and twenty-four gliders from Illinois,



12th Annual Wright Memorial Glider Meet Award Winners, L to R; Kit Drew, "Old Pro" Division, Julian Allen of SSD standing in for Dean Svec, Senior Distance; Bob Buchwalder, Altitude Gain; Ted Snow, Spot Landing; Don Winn, Junior Division and 1-26 Class winner; Col. Donald W. Graham, Guest of Honor; Bob Bauer, Senior Division and Distance to Goal; Joe Emons, Junior Distance; Harley Shaffer, Senior Endurance; Chuck Kohls, "Old Pro" Task; Paul Wolfe, representing Ohio State Team, Collegiate Division; and Warren Kniepkamp, Bomb drop.

Michigan, Indiana and Ohio, although a few of our regular "Old Pros" were overseas for the Internationals this year. Tow planes from the Buckeye Glider Club and the Columbus Soaring Association helped our L-5 keep the line moving.

Since the contest days opened up quite late, from a weather standpoint, the distances were not as good as might be hoped and the endurances were shorter than in previous meets. Bob Bauer managed a distance-to-goal flight of sixty-four miles, and endurance flights of 2:23 and 2:22, respectively, were logged by Harley Shaffer and Norman Ehlers.

Prettiest sights of the meet, both Saturday and Sunday, were six to eight sailplanes circling in the same thermal. Our guest of honor, Col. Donald Graham of Air Material Command, was in the group with Club President Ted Snow in the rear seat. In his key speech at the Meet Banquet, Col. Graham mentioned his early experiences with "hang gliders" and also the very up-to-date Dyna-Soar program of the Air Force and the Boeing Airplane Company which will produce a space vehicle that re-enters the atmosphere and lands as a glider.

The meet was ably directed by "Rube" Ruble with assistance from SSD members, and made possible by sponsorship of several industrial firms.

Summarizing, the usual good time was had by all, proving once again that the soaring activity is a combination

of science, skill and sport with a good measure of fellowship and hangar flying to fill any gaps in flying.

TED SNOW

### Odds and Ends

Quotable quotes — On seeing a picture of the Soarers' Pratt-Read on the beach at the Torrey Pines Meet, "I guess you'd call that a real Pratt-fall!"

A group from the SCSA recently visited the U.S. Weather Bureau at L.A. International Airport and came away with a lot of useful and interesting information. The weather officials suggested that when calling the Bureau for information, the soaring pilot state his flight direction and time concisely in order to enable the weatherman to help him more efficiently. They suggest the following dialogue; "Hello Weather Bureau, I am a soaring pilot and I intend to make a soaring flight from ..... to ..... I intend to take off from ..... field at approx. (time). Could you please advise me what the probable weather would be for me over such a route during this period? Thank you."

