

# SNOWBIRD MEET

*Sanctioned by The Soaring Society of America, Inc.*

**November 24 — 26, 1960 — Harris Hill, Elmira, New York**

*by JACK REYNOLDS, Contest Director*

The Snowbird Meet is no doubt the most friendly soaring meet held. Every year the "Snowbirders" come from several states and Canada to bring the Northeastern area soaring season to a rousing and festive close. Comradeship abounds and every hour of the season's soaring is relived, discussed, and acquaintances become friends. The flying conditions are difficult. I am sure that all who participate will agree that the Snowbird champ is a champ in many ways. Competition is rugged. Several top pilots and some of the hottest sailplanes flying show up to compete in marginal and varying flying conditions that keeps everyone on their toes. Now let's look in on the "Snowbirders" and get a birds(?) eye view of what goes on.

## Thanksgiving Day

The morning light brings with it a clear blue sky with wisps of hazy clouds on the horizon and temperatures that will reach 53° before mid-afternoon, nearly unheard of at Snowbird time. Soon cars and trailers begin to appear over the top of the hill, driven by many of the pilots with their families who are so familiar to Harris Hill, including a contingent from Canada.

We had expected to use our new and shining duPont winch which was formally accepted at the awards banquet as a gift from the duPont Theano Foundation. This is the original winch used by Richard and E. Paul duPont, Jr., which was restored to mint condition and presented to EASC by Mrs. E. Paul duPont and E. Paul duPont, Jr. The weather did not permit its use so we had to rely on the EASC's L-5 tug.

It's now 1:23 p.m. and there goes Bob Smith in his 1-23G to get the contest flying underway. All points for this meet were based on straight duration, and 13 pilots followed Bob into the air to complete scoring flights of greater than 15 min. C. A. Moeller went into the lead with a 1 hour flight, followed closely by Bob Smith and Jack Wilkins of EASC.

In the evening after all the ships were hangared and everyone had eaten, many congregated at Hill Top for a full session of hangar flying.

## Friday

Another bright, clear day with some wispy cloud formations scattered all through the day. The temperature climbed to the high 50's and elusive thermals popped up on occasion. The job was to find them and get the most out of each, as it could easily be the last. The two friendly rivals of the season here in the east, Derujinsky and Moeller, both in 1-23G's, took 1st and 2nd, respectively, with Ken Woodward 3rd.

This evening was the Schweizer open house party where everyone had a grand meal. We then went out to gaze in awe at the deluxe 1-23H, 1-26, and yes, a deluxe 2-22C that were on display along with the Schweizer two-place power plane that will soon be on the market in kit or finished form. Also, everyone got a chance to look over the plans for the new high-performance two-place sailplane that is in the works. After this the group went back to Harris Hill for slides, movies and club reports. The reports certainly back up the claims of the increased activity in soaring.

## Saturday

It's pretty dull with lots of black clouds and only occasional sun. At 11:56 a.m. Wilkins makes a stab at it and comes back to report that thermal activity is starting and soon Webb in the Skylark is seen soaring into the sky not to come down until after a 2:40 flight. It wasn't long before 27 tows had been made and a mild wave condition had been found, giving many pilots a rewarding flight. As sundown rolled around at 4:33 p.m., Moeller again took first for the day with Bob Smith 2nd and Derujinsky 3rd.

And this was awards banquet night! Everyone hurried around helping each other get the ships put away and then many rushed off to various little parties before the big get-together. At the banquet, 117 persons cured their hunger pains with a delightful meal. Bob Owens did a great job as M.C. of the show and introduced the winners: C. A. Moeller, Snowbird Champ; Bob Smith and Ken Woodward, No. 1 Team; and the reliable Rochester

Soaring Club, No. 1 Club.

The Sargent Award, presented by Schweizers for an outstanding assist to EASC, went to Paul Iverson for his work as tow plane pilot. The C. J. Smith award went to Dale Gustin for the most non-contest hours flown this season. We should point out that most of Dale's time was as an instructor, all work and little play. The Loving Cup went to Paul Schweizer for being a real great sport. Dick Padgett received his award for being a real sportsman and a great man on the ground. Miss Elsa Brookfield spoke about her experiences in Russia on her trip there this summer.

Past EASC president, Howard Burr, now a Southern California resident, pleased us all by his very nice wire of best wishes. With this the banquet was brought to a close and everyone adjourned to the main room for dancing and refreshments. With this we bring to a close another successful soaring season. See you next year.

## Final Placings

1 — C. A. Moeller	1-23G
2 — G. Derujinsky	1-23G
3 — R. Smith	1-23G
4 — D. Sprague*	1-26
5 — J. Wilkins*	1-26
6 — H. Herr*	1-26
7 — D. Welles	1-26
8 — J. Ames	1-23H
9 — G. Hicks*	Skylark
10 — S. Schweizer	1-26
11 — J. Perrucci	1-26
12 — K. Woodward	1-26
13 — W. Mix	1-23D
14 — W. Frutchy*	1-26
15 — R. Padgett	Ka-6CR
16 — D. Webb*	Skylark
17 — D. Brockhurst*	1-26
18 — B. Carris	1-23H
19 — D. Gustin*	1-26
20 — M. Maskell	1-26
21 — J. Bacon	1-20
22 — H. Hoiler*	1-26

\*Pilots flying same sailplanes as a team.

## BOOK ORDERS FORWARDED

It should be explained to all persons who sent orders to SSA for books as Christmas presents that these were forwarded to the Schweizer Aircraft Corporation for filling. The only books SSA sells are those it publishes. Evidently, many persons do not notice a statement to that effect on the SSA Item #10, list giving availability of books on gliding and soaring. An attempt will be made to make this more clear. It is hoped that all orders were filled in time.