

the date. Harris Hill was bathed in sunshine as usual with the valley completely socked in. The air was clean, crisp and cool. Big, towering cu's developed early. Winds from 280°—290° of 6/10 knots predicted. Task was a race to Norwich and return. Professor McLean and C.A.P. Cadet Bruno Schmidt manned the turn point panels at Norwich.

The prevaricator of weather hit this one on the nose. Flights began about 11:00 A.M. Bill Frutchy (Soaring 7 team) went four miles to the "holding point" and returned for another tow. Bernie Carris finished as did Bob Smith and Walt Cannon in the 1-23H. Bernie collected the 1,000 points, for the third time. Walt and Bob made a high speed dash over the hill on return from 6,000' and 18 miles out. They arrived 30 seconds apart.

About 30 pilots and crew members visited Great Western Winery at Hammondsport, conducted by Jeff Heath. His wonderful hospitality climaxed a spectacular day.

July 6th—5th Contest Day

Again a new record low temperature for the date of 43°F set chills a-going among the occupants of the cabins. Thick valley fog obscured the Chemung County Airport while commercial aircraft circled until it lifted. By 9:30 A.M. pilots' meeting, it had cleared. Barney Wiggin remarked that this was the longest protracted spell of weather from one source and area that he could ever remember. Light winds predicted from 300°. An east-west stationary front ran along the Pennsylvania-New Jersey border with rain and usual conditions. A 105-mile goal and return race with turning point at Dansville, to the northwest, was selected as the task. Early take-off times were declared because of rapidly rising surface temperatures. Real cu development began at noon, again as predicted by Ol' Faithful. All ships launched by 2:00 P.M. except Nate Frank's 1-26 which resided in the hangar after coming out second best in a bout with Rocky Field. Rocky knocked out 1-26's skid in the first round. Thirteen sailplanes departed H.H. Again, True McLean provided turn point transportation in the 8F and spotted for the officials. By 3:00 P.M., nine sailplanes were reported to have rounded the turn point. All were estimated at 6,000-7,000 ft. Spectators and crew members awaited developments, eyes anxiously scanning the northwest sky. Suddely, a speck! Who?

Binoculars revealed a 1-23 diving for the field. At 4:15 P.M. Paul Smith flashed over the line in his "G" for first return, elapsed time: 3 hr., 03 min. Soon Bob Smith's canary yellow "G" appeared and he whistled across at 4:16 P.M. Then Joe Perrucci in the sunburst 1-23C. Then, at 4:22 P.M., the most beautiful sailplane in the world (paid adv.) came silently cruising along at max. L/D with our own "bald eagle" at the controls for best time of 2 hrs. 35 min. In quick succession, nine ships had landed. The spectators, wives and crews went wild. Bob Court (Soaring 7 team) and Bud Briggs in 1-26's came in with elapsed times only four minutes apart. What a task, what a day! At least no one complained that the task wasn't well chosen.

Afterwards, Eldridge Park opened its gates with free rides for pilots, wives, sweethearts and kiddies. Anyone who had anything to do with soaring was welcome. Tired, but happy we turned in late, as usual.

July 7th—No Contest Day

Pilots delayed departure as late as possible hoping for more favorable conditions to try the "open day" task. Many never took off. Bill Frutchy took off early, on a hunch, as did Hal Bovenkerk. Wind was southwest and gusty. Both flew through rain before landing 45 miles away at Cortland Airport, thereby winning the coveted "Canopy with crossed umbrellas" award. Joe Perrucci and Bob Smith were seen racing each other with sailplanes into the hangar. Finally, 10/10 cloud cut off thermals. No one else got away. A huge squall line moved through and destroyed most of Painted Post and Corning on its way. No contest this day, only two got away. There was some speculation about hopping the front, but cooler heads

prevailed. The field was closed at 4:15 P.M., concluding the contest. There had been five contest days, and since only four were required to make a contest, the rules were satisfied. The 1st E.O.S.C. was over.

July 8th—Awards Banquet

The Steuben Glass Star Crystal with engraved sailplane was presented to Champion Bernie Carris along with \$100 cash to be used for his trip to Wichita. Bob Smith, who placed second, received a trophy and \$50 cash for Nationals expenses. Joe Perrucci received a third place trophy. Team winners: The Soaring 7 Syndicate (Bill Frutchy, Bob Court, Bob Buchwalder and Dale Gustin) in first place, and the indefatigable Bovenkerk-Bundy duo in second. Ted Falk received the Schweizer 1-26 trophy, presented by Tony Doherty, for best 1-26 performance of the meet, overall 4th pl.

Other trophies, best not mentioned in these staid, sedate pages were humorously received by various pilots. Oh, well, why not?

Rolf Bahrenberg got a kite to fly. "Fidel" Court received a can of mustache wax. Bud Briggs a tire repair kit for his trailer and Paul Smith a calendar to help him remember contest dates.

The writer red-facedly accepts responsibility for not advising *Soaring* of the slightly altered beginning date. Much was learned, lots of fun and enjoyable flying was the rule.

A word of thanks to those many wonderful people who gave unselfishly of their time and substance to help make this contest a success, Ed Thomas, Dick Nelson and C.A.P. Cadets, True McLean, Barney Wiggin, Ben Shupack plus all the EASC members, wives, children and friends. Their names don't appear here, but their work will be long remembered. Thanks, gang!

TABLE OF SCORES — 1st E.O.S.C.

			July 2	July 3	July 4	July 5	July 6	TOTAL
			76 mi. Goal	109 mi. Tri.	Free Distance	150 mi. G&R	102 mi. G&R	
1.	Bernie Carris	RJ-5	1000	860	830	1000	1000	4690
2.	Bob Smith	1-23G	DNF	1000	0	904	802	2706
3.	Joe Perrucci	1-23C	17 mi.	587	414	693	829	2523
4.	Ted Falk	1-26	151	150	1000	640	403	2344
5.	Bud Briggs	1-26	906	150	0	340	724	2120
6.	Walt Cannon	1-23H	DNF	275	0	928	885	2088
7.	Paul Smith	1-23G	DNF	325	0	571	870	1766
8.	Howie Trampenau	L-K	17 mi.	350	640	486	170	1646
9.	Paul Schweizer	1-29	570	1000	DNF	DNF	DNF	1570
10.	Soaring 7	1-26	20 mi.	437	0	340	723	1500
11.	Bundy/Bovenkerk	1-23D	92	150	0	515	730	1487
12.	Del Miller	1-23	DNF	0	595	829	DNF	1424
13.	Rolf Bahrenberg	1-26	14 mi.	3 mi.	429	338	DNF	767
14.	G. Christiansen	T-3	DNF	10 mi.	86	240	DNF	326
15.	Nate Frank	1-26	DNF	200	58	DNF	DNF	258
16.	Dana Darling	L-K	DNF	DNF	57	DNF	DNF	57