

Keuka Lake. Champagne was the winner for the evening!

#### TUESDAY, JULY 3rd

By this time, after almost two weeks of daily good flying weather during the last of June and early July, the forecast indicated a laziness or stagnation about the air. High cirrus had been visible the day previous, and again on this morning it was evident to the west, where a warm front appeared to be advancing. Light winds. Since the conditions were not super, and since long retrieves are enjoyed by no one, the Contest Committee selected a free distance day. This was the second surprise for the committee. In spite of rain in the morning moving eastward as far as Jamestown, N.Y., the high pressure ridge over New York state and the low center over Newfoundland backed up and moved westward. This improved soaring in all directions—and some pilots went west and others went east, most going farther than expected.

Carris traveled 191 miles to Conneaut, Ohio, while Zauner and Schweizer went 172 miles to Mechanicsville, N.Y.

#### WEDNESDAY, JULY 4th

This was the fourth contest day. Most of the pilots and crew were quite weary as the morning appeared, but with good soaring weather to greet them again, the pilots voted to have another day of competition immediately following the free distance day. So with the same old air that had been hanging around for several days, and with generally light north-west winds, the Contest Committee sent the boys off again on a goal and return flight. The task was set to Cortland, N.Y., and return to Harris Hill, a distance of 94 miles. Carris again took first place for the day, Robert Litle came in 2nd and Paul Schweizer 3rd. Several ships covered the entire distance but failed to land their ships on Harris Hill due to lack of altitude. These pilots landed in the valley immediately below the hill.

However, all during the day, the presence of Brad Straus and his crew had been missed. It developed later that they decided to take July 4th off and visit Niagara Falls. Three bachelors involved in a soaring contest and missing a contest day to visit Niagara Falls? Perhaps this is another story!

The evening's entertainment was provided by Schweizer Aircraft Corporation, which included a tour of

Bernard Carris of Horseheads, N.Y., Eastern Open Soaring Champion, right, being congratulated by Walter Cannon of Lincoln, Mass., who placed fourth.



Photo by Michael F. Rice

the plant and a look at the recently completed 2-32 sailplane, which made its debut during the contest on the previous day.

#### THURSDAY, JULY 5th

The fifth day found the weather pretty much the same as previous days. It was still primarily dry thermal conditions, but some cumulus showed as more moisture mixed in. The midday temperatures were getting into the mideighties which reminded the ground crews that they were working hard and long.

The task for the day was a triangle with turning points at Binghamton and Ithaca, a total of 108 miles. Nearly all the pilots completed this task with Litle 1st, Carris 2nd and Cannon 3rd.

A buffet supper was held at Hill Top Inn on the outdoor terrace. Large portions of food, drink and hangar flying were served.

#### FRIDAY, JULY 6th

This was the sixth and final contest day. During the pilots' meeting, Barney Wiggin rose to his full stature and with typical dead pan just said, "ditto," and sat down. Yes, it was the same air, but getting less clear, warmer and stickier and less active. But thermal strength was still indicating good soaring. The Contest Committee, after debating the advantages of a change of scenery for the contestants, finally decided to send them west. The task was a goal and return flight to Wellsville, N.Y., 111 miles. Litle, Schweizer and Carris finished in that order for the day.

#### SATURDAY, JULY 7th

This was a no-contest day. The Awards Banquet was held in the evening at Hickory House. Declared the winner of the 2nd Eastern Open Soaring Championships was the defending

Champion from the previous year, Bernard M. Carris, a member of the Elmira Area Soaring Corporation. Runner-up to Carris was Paul A. Schweizer and in third place was Robert Litle. Team competition was won by Robert Buchwalder and Robert Court, with Dave Welles and Edwin Jones in second place and Edgar and David Seymour in third place.

#### FINAL CONTEST STANDINGS

Pilot	Points	Ship
1. B. Carris	5678	1-23H
2. P. Schweizer	5378	1-29
3. R. Litle	5284	Ka-6CR
4. W. Cannon	4918	2-25
5. T. Smith	3860	Kirby Gull
6. Buchwalder & Court	3601	1-26
7. T. Falk	3584	1-26
8. D. Miller	3572	1-23
9. Welles & Jones	3462	1-26
10. E. Seymour & D. Seymour	3372	1-26
11. O. Zauner (4 contest days)	2977	Ka-6BR
12. W. Briggs	2811	1-26
13. B. Straus	2605	1-26
14. G. Gianelloni (3 contest days)	1946	Ka-8B
15. G. Arents	1688	1-23H
16. R. Bahrenburg	1645	1-26
17. S. Tombs	732	1-20

#### SSA ELECTION NEARS

SSA voting members in regions 1, 2, 6, 11 and 12 are reminded that they will be electing Regional Directors for three-year terms this December and should be thinking of whom they wish to nominate. Nomination ballots will be mailed out early in November and election ballots some weeks later. Regions 1, 2 and 6 will each elect one Director while regions 11 and 12 will each elect two Directors.