

16th MIDWEST SOARING MEET

Sanctioned by The Soaring Society of America, Inc.

by DALE K. ANDERSON

The 16th Midwest Soaring Meet, sponsored by The Toledo Glider Club, Inc., and hosted by the Bryan, Ohio, Chamber of Commerce, was an unqualified success in all respects. Thirty-five sailplanes were present at Dick Schreder's Airport, the weather was excellent, and the tasks determined by Contest Director John Nowak, assisted by Dean Fleming and Dick Schreder (along with suggestions, coaching, moans and groans from 90% of the participants) provided an interesting Meet from both the contestants' and observers' views.

It was decided that this Meet should consist of short goal-and-return, multicircuit flights or short triangles, so as to avoid the necessity of any long retrieves, and also to provide constant activity for the spectators who were present by the hundreds throughout the entire contest. Most of the spectators were from the area but visitors arrived from all over the continental United States as well as from New Zealand and from Germany.

The first day of the Meet, June 21st, dawned clear and small cu began forming by 9:30 A.M. Don Coleman of the Toledo Weather Bureau announced the first of three terrific soaring days. A 20-mile goal-and-return task was announced between Bryan and Defiance, and the first ships were airborne at 11:00 A.M. A racehorse start, signalled by an aerial bomb, started the ships on their way at noon with the task of making as many circuits of the course as possible by 5 P.M. Turnpoint markers were changed constantly throughout each flying day and were placed in positions which required pilots to overfly the turnpoint to make positive identification. On this day, as on the following two, only the total number of circuits counted toward point score and speed was used only to determine standings in the event of ties. At the end of the first day, Andrew J. Smith, flying his new Sisu 1A, was in first place after completing fifteen circuits (300 miles), while Dick Schreder, flying his HP-11, was a close second.

The second day was as beautiful as the first except that the sky was cloudless and dry thermals provided the power. The task was a 16-mile goal-and-return multicircuit between Bryan and Montpelier, Ohio, under the same rules as were used on the first contest day. On this day, as many as 19 sailplanes were seen circling in a single thermal and, because of the short distance of the task, there were times when the traffic on the course and at the turnpoints reminded the contestants of closing time at the automobile plants in Detroit. Anyway, it was another 300-mile day with Schreder finishing first and Smith a close second.

That evening a banquet was held in the beautiful new Moose Hall in Bryan with 144 persons present. Mayor Van Gundy of Bryan and President George Isaac and other officers of the Chamber of Commerce were present, thanked everyone for coming to their town, and asked us please to return! After dinner there was a free dance at the Moose Hall and Bryan Bowling Lanes provided free bowling to all contestants until midnight.

Sunday, June 23rd, was another perfect day. The weather forecast by Mr. Coleman was not as cheerful as for the two prior days but, with high hearts, everyone set off on the triangular, multicircuit course from Bryan to Defiance to Montpelier and return. Dry thermals were again the order of the day. Flying 3- to 5-meter thermals again

made this a joy. All competing ships had to be on the ground by 4:30 P.M. and the traffic around the field between 4:20 and 4:30 was wild. Schreder again led the pack with Dean Fleming close behind.

The final standings and point scores for this Meet, which was a final warmup for the Nationals for many pilots, were as follows:

1. Dick Schreder	HP-11	2,983
2. A. J. Smith	Sisu 1A	2,809
3. Kit Drew	Ka-6	2,347
4. Dean Fleming	Ka-6	2,340
5. Bob Little	HP-9	2,285
6. Paul Bickle	Prue Std.	2,233
7. Bill Coverdale	Ka-8	2,122
8. Dean Svec	1-23D	2,055
9. Chuck Hauke	Ka-6	1,979
10. John Kuhn	Ka-8	1,969
11. John Slack	Ka-6	1,945
12. Dale Anderson	Ka-8	1,589
13. Chuck Kohls	Ka-7	1,503
14. Harald Jensen	LO-150	1,483
15. Spud Kohler	Prue 215	1,446
16. Harold Drew	1-26	1,336
17. Neal Ridenour	LO-150	1,308
18. Roy McMasters	1-26	1,164
19. Nathan Frank	1-26	1,102
20. Bob Kellner	1-26	1,101
21. Sigmund Eckert	Ka-6	
	(1 day)	636
22. Victor Peres	1-26	
	(2 days)	561
23. Ed Knight, Jr.	1-26	
	(1 day)	168

In the FUN CONTEST, for those pilots not flying in the Open Class, Joe Bearden won the duration award for a flight of 6 hours and 38 minutes while Bill Friend won the altitude trophy for a flight to 6,970 feet. Harold Drew won the Schweizer trophy for the best performance in a 1-26 and the Moller Cup, for the best performance in a Schleicher sailplane, was awarded to Kit Drew.

Dick Schreder in his HP-11 sailplane, winner of the Midwest Soaring Meet.

Photo by Bob Diehl

