

The Awards Banquet was held in the Skytech Hangar, and attended by 104 persons. After a rather sumptuous meal, Joe Bear-den, president of the Soaring Society of Dayton, held an "opinion" session to determine how the contestants felt about flying to "Nationals" rules on a week-end contest, and whether the Wright Memorial Glider Meet should be made a four day affair. The response was positive to both and in all probability, next year's contest will be for the full four days.

Bob Buchwalder then awarded the 16th Wright Memorial Glider Meet Championship Trophy, an engraved Revere bowl, to A. J. Smith, for a perfect 2,000 point score. This

is the third year in a row he has won the contest.

Runner-up to A. J. was Rudy Mozer with 1,551 points, and Doc Mullen at 1,537 points, took the Third Place Trophy.

Bob Kellner and Larry Phillips, from the Detroit area, flying the L-Spatz, won the Team Championship Trophy with 1,446 points. Tom Page from Urbana, Ill., walked away with the 1-26 Champion Trophy for the second year running; and the Handicap Championship Trophy was won by Dale May.

Judging by the friendly atmosphere and warm handshakes at parting, it was a very successful meet.

MID-ATLANTIC REGIONAL SOARING MEET

Sanctioned by The Soaring Society of America, Inc.

by JOE BRENNAN

In retrospect, perhaps the outstanding feature of the Mid-Atlantic Soaring Meet of 1964, held from May 28th through June 1st at Westminster, Md., was the superb weather forecasting provided by the Weather Bureau represented by Bill Nash. It was Bill's first attempt at describing weather prospects in terms meaningful to the soaring pilot, and the accuracy of his predictions could seldom have been equalled.

His critical audience included many familiar faces, and a few new to competition soaring in this area: Stan Smith in a du Pont HP-10; Bob Smith in the Long Island Soaring Association's 1-26, teamed with Rolf Bahrenburg; Otto Zauner in the V2., and several from Pennsylvania to the north; Ben Greene, Std. Austria, George Squillario, Ray Olsen, and Sam Huddleston from the South, and the well-known competition from Cumberland, Md., including Bill Holbrook in his HP-10 and Ed Byars in his 1-23.

The first contest day was greeted by a thin broken layer of cirrus and cirrostratus clouds with below normal temperatures and a brisk northwest wind. Convection was limited and spotty, and the day promised little. To the skeptical audience the contest committee announced a free distance task—nothing else could be achieved.

The largest number of contestants landed in an area from 40 to 70 miles from the field after a dogged down-wind drift. As the hours passed, Sam Huddleston called in from east of Camden, N.J. with 114 miles, Otto Zauner went home to supper in Vineland, N.J. with 101 miles, and finally Ed Byars reported in from Atlantic City with 129 miles for the best flight of the day.

The following day promised better weather with lighter winds and less cloudiness, although the depth of the convective layer was about the same. The task was a triangle with speed points, Westminster to Leesburg, Va. (44.2 mi.) to Hagerstown, Md. (42.4 mi.) to Westminster (39.3), for a total of 125.9 miles. Only six of the 25 competing sailplanes completed the course, with the best time turned in by Otto Zauner with 30.6 mph followed by Ben Greene with 28.8 mph, Stan Smith with 27.0 mph and Ed Byars with 26.1 mph.

Saturday was the day set for the banquet. Naturally the weather was spectacular, with convection to 7,000 feet, closely spaced thermals, and very light winds. To insure a well-attended dinner a triangle of 90.5 miles was set with turn points at York, Pa. Airport and Frederick, Md. All but four of the sailplanes completed this course, with Ben Greene in the lead, followed by Bill Holbrook and Otto Zauner.

On Sunday, the third contest day, all local prospects of flying weather appeared negative. It was here that Bill Nash hit his peak performance. On his word a task was set from Westminster to Hagerstown, Md. and return, for 78.6 miles, followed by free distance over Harrisburg, Pa. As the flightline opened at about 11:00 A.M. the sky began to clear. By two o'clock the weather map showed a kidney shaped area of clear sky generally centered on Westminster and extending about 75 miles in all directions. Except for this area the entire northeastern United States was covered by heavy clouds, with continuous precipitation in western Pennsylvania and at spots along the coast. Lift existed up to 6,500 feet with thermals quite widely scattered.

While the ridge of mountains between Westminster and Hagerstown brought down all the sailplanes of lower performance, either on the way out or after the turn, many made the turn to the north on the free distance leg. Returns came in from all along the route. Best flights were made by Sam Huddleston and Ben Greene, 203.3 and 202.8 miles respectively. They landed near each other at Eaglesmere, Pa.

On Monday, June 1st, the Weather Bureau surpassed all previous performances and provided rain to rest the weary pilots and permit an early start on the long homeward journey. The Regional Contest was won by Ed Byars with 3635 points, followed by Otto Zauner with 3597, and Ben Greene with 3387. Team championship was won by Jon McGonigle and George Nash.

NOTE!

The following interpretation of existing rules has been established by the SSA Contest Board and will be effective immediately under SSA procedures for FAI awards:

Pilots trying for FAI awards on the same day and same or different flight may act as SSA Observers for each other; however, they may not act as each other's turn point observer nor landing observer.