

points for the day were Everhart 680, Tucker 560, Claybourn 460, Edwards 440, H. Kennedy 220. This was far from a satisfying day for most pilots but it was a competition day.

Sunday Sept. 6, second day. The weather was again clear with a promise of good thermals. Winds were stronger than the first day ranging from 25 to 35 mph. No other alternative, so the contest committee declared a free distance day. There could be no doubt in which direction the contestants would have to go, and they knew they would be going fast.

As expected it was a good distance day, and again the KA-6 took the field with a flight well up into Nebraska for a distance of 279 miles. Six other ships made over 200 miles. Everhart for 219, Claybourn for 215, Harold Kennedy for 246, Cruce for 267, Shelor for 209 and the 2-32 for 227 miles. Four other contestants went over the 100 mile mark, and then there were those, like this writer, who fell flat on their face. The second day was over and again the KA-6 took the 1000 points, with a speed of 61 mph.

Monday Sept. 7, third day. Again

the weather was clear, but the wind was really blowing with gusts up to 45 mph. After careful consideration, and making sure the Nebraska boys had driven all the way back from Nebraska, the Contest Committee decided it was unsafe for flying and cancelled the last day of the contest. There were few moans of dismay at this announcement, except from those who had driven all night to get back to the contest site.

Total points for this year's contest are as follows:

	POINTS
Morgan/Boyd, Ka-6.....	2000
Everhart, SF-26	1464
Claybourn, 1-26	1230
H. Kennedy, Cherokee	1100
Edwards, LK-10	1081
Cruce, Prue 215	957
Horton, 2-32	913
Tucker, LK-10	883
Shelor, 1-26	745
Campbell, Cherokee	655
Simmons/Jones, TG-2	490
D. Kennedy, Cinema	479
Smith, Elfie	360
Davis/Leonard, LK-10	290
Wilson/Jensen, Cherokee	236
Rhine/Evans, LK-10	145
Weir, TG-3	51

Bibliography on Soaring

Recent articles or items on soaring which have appeared in non-soaring publications.

Sports Illustrated, September 21. "All Aboard, Thermals Going Up," by Bill Mauldin. Famous cartoonist-writer reports on the 31st National Soaring Championships and takes active part by sampling a retrieve as one-day crew members of Gleb Derujinsky. He learns about soaring by going on a flight with Paul Schweizer in the 2-32 who convinces him that turbulent air can be put to good advantage, making his return trip in the Bonanza a more enjoyable one. A well written article in a light vein with illustrations by the author.

Mechanix Illustrated, September, p.88. "Sailplanes Are Flying High," by James R. Berry. An informative general article on soaring and soaring activities which starts with the author's description of a soaring flight in a Schweizer 2-22 owned by the Long Island Soaring Association and covers all the more pertinent aspects of the sport. Illustrated with photos taken at the Long Island site.

The Flyer, September, p. 4. "Soaring a Varsity Sport At the University of Illinois," by Tom Page. Written by the SSA's Director at Large, the article is on the history and growth of the Illini Glider Club from 1949 to the present and its activities as related to the University of Illinois. Also, in the same publication, on page 6, a photo of the Condor sailplane owned by Hans Luenger of Cleveland, Ohio.

Western States Aviation, August, p. 2, "Sailplane School To Open At Auburn." Report on soaring school recently organized at Auburn, Calif. as part of the Engle Flying Service. "New Soaring Record," p. 16. Description of George Moffat's 300 kms. triangle world speed record.

This Week, Aug. 16, p. 12. The Most Daring Ten by John Devaney.

Soaring is listed as one of the dangerous sports, but only to those who take it up without proper training. Short item covers sailplane capabilities, average price cost and length of training. Accompanied by photo of Parker's Sisu in tight turn photographed by Alex Aldott.

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