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complete with lapse-rate chart. Tom doubled as tow pilot. Then Wil and Bill teamed up with their Libelle to prove that the tasks could be flown (for the team trophy). Dick McNattin ran a tight Navy take-off line—well below two-minute intervals.

A distance task to meet the requirements of Regional sanction was the first order of business on Saturday, September 3rd. A slowly approaching cold front promised good instability but an eventual line of rain showers. The task was: 37 miles downwind to Danville, then 72 miles into the wind (almost across the contest site) to Decatur, and then back and forth.

A few pilots made the second (Decatur) turn under threat of the shower line and then made straight glides back toward the home field. Joe Conn pushed his Austria 130 miles for 1,000 points. Schuemann earned 973 team points for 127 miles with Smith following closely at 125 miles. Only these three rounded the Decatur turn.

Kohler and Ridenour landed at Decatur, 110 miles. Greenwald almost made Decatur with 106 miles, but damaged his SH-1 gear in landing. Most of these pilots got wet but Svec chose a freshly plowed field and reported back with mud clear up to his bald spot and an unrecognizable Sisu. Burke also landed between the contest airport and Decatur. Five pilots took a look at the dark clouds and landed at the starting point for 75 miles. Five more landed earlier on the second leg and seven at the Danville turn.

On September 4th rapid drying and good instability made a goal and return for speed possible against a moderate breeze. Mattoon, 78 miles downwind, was picked as the turnpoint.

Fifteen of 29 who left the site returned with speed points, only two of them below the nominal speed of half the best speed. Svec claimed 1,000 points for 37.7 mph, with Smith and Conn in hot pursuit. Ridenour and Kohler also bettered 30 mph. Gaps began to widen in the cumulative scores.

The final day's weather analysis was one of those sometime things: wind NW 18, gusting to 25 mph, good lapse rate, but bands of alto cumulus drifting SSE. When a speed task starting downwind was announced several pilots looked blue, but when the wind analysis showed the fresh gustiness would persist, a few decided not to risk off-field landings, especially if their odds for improving their relative standings were low. Consequently, only 16 contest flights were launched.

The uneven convection and difficulty of penetrating crosswind to sunlit areas brought six ships down on the way out. Needles landed his 1-26 at the turnpoint because the turn panels had been pulled up on schedule, just before he got there. Nine rounded the turn and fought their way back toward University Airport.

Svec, watched anxiously by Smith from a 66-mile landing point, fought for lift against a 5:00 p.m. deadline for landing reports. At the price of several bushels of soy beans Svec braked his Sisu down on course and ran for the telephone. He'd made 80 miles for 1,000 points, but not enough to close the margin. Again, Schuemann showed what he could do in the Libelle by flying 70 miles.

Final standings put Smith, Svec, and Conn in 1-2-3 order for the silver Regional trophy bowls. They stood in this order after the Wright Memorial but Svec earned the pewter winner's cup for the 5th Illini portion. Rogers and Schuemann in the Libelle captured the team award—a pewter tankard. Jim Needles earned the well-deserved 1-26 trophy. David Culpepper from Atlanta was awarded the Jefferson pewter cup for the best new competitor, as well as the two longest trailer hauls to the two parts of the contest.

The stimulus for Regional upgrading in the two mid-western Regions given by this first split-and-shared contest probably means that Regions six and seven will both have their own Regionals next year.

1966 MIDWEST REGIONAL SOARING CONTEST—TABLE OF SCORES

FINAL STANDING—PILOT	SAILPLANE	MAY 27 MPH* POINTS	MAY 29 MPH* POINTS	MAY 30 MPH* POINTS	SEPT. 3 MILES POINTS	SEPT. 4 MPH* POINTS	SEPT. 5 MILES POINTS	FINAL SCORE
1. Smith, A. J.	Sisu 1A	39.85 996	43.88 1000	48.28 969	125.0 958	36.6 974	66.0 825	5722
2. Svec, D.	Sisu 1A	40.00 1000	37.10 861	50.00 1000	103.5 793	37.7 1000	80.0 1000	5654
3. Conn, J.	SHK	31.03 798	24.54 658	42.24 861	130.5 1000	34.7 929	—	4246
4. Kuhn, J.	K-6BR	26.73 701	26.01 665	31.21 662	75.0 575	28.7 785	28.5 356	3744
5. Mullen, W.	Prue SS	26.78 702	29.15 698	32.45 684	75.0 575	21.0 601	34.5 431	3691
6. Kohler, S.	Alpha	—	20.86 645	22.97 565	109.5 839	30.4 826	56.5 700	3575
7. Rudloff, W.	K-6CR	18.33 541	(72) 447	21.60 561	43.5 333	18.8 550	54.0 675	3107
8. Bearden, J.	1-23B	18.43 542	(83) 550	18.95 550	68.5 525	(59.5) 343	19.0 238	2748
9. Slack, J.	L0-150	23.21 622	(22) 145	—	70.5 540	24.5 685	54.0 675	2667
10. Culpepper, D.	K-6BR	(17) 72	21.50 647	26.27 578	75.0 575	22.1 627	—	2499
11. Ridenour, N.	HP-13A	—	—	—	109.5 839	30.2 821	62.0 775	2435
12. Phillips, L.	Dart 17R	—	—	—	75.0 575	24.6 688	48.0 600	1863
13. Needles, J.	1-26	(53) 225	(63) 418	—	37.5 287	(58.0) 335	43.5 544	1809
14. Anderson, A. C.	Cherokee	(53) 225	(68) 451	(13) 64	67.5 517	(8.0) 46	—	1303

*Figures in parentheses in mph column are miles flown.