

# 18th ANNUAL WRIGHT MEMORIAL GLIDER MEET

By A. C. LEVINSON

This year Dave Watt was our contest director and as the statements of many contestants indicated, he did a fine job. It was his first crack at directing our annual meet.

Some of the pilots, crews and their ships came in late on Thursday, May 26th and registration for the meet began at 8:00 A.M. next morning in the new Soaring Society of Dayton, Inc. club rooms. The girls had been properly and thoroughly instructed so that the meet could get under way promptly when the pilots' meeting started in the main hangar. Jerry Crock-



Special trophy winners at the 18th Annual Wright Memorial Glider Meet were (left to right) Schuemann, Rogers and Ormsbee (Team Trophy), Chuck Kohls (Schweizer 1-26 Trophy) and John Bierens

er was out met man, as they say in *Sailplane and Gliding*. He handled the business of lapse rates, anticipated cloud-base levels, frontal activity and the soaring weather to be expected for the day. Contest rules call for at least 20 percent of the contestants to complete the day's task and, as a general rule, we like to see about 50 percent completion.

Three Stinson L-5 tow planes were used throughout the meet. On the first day 29 entries were off and on course by 1:15 P.M., including several restarts. Task for this first day, May 27th, was an out-and-return speed event to Celina, Ohio — 106 miles total distance.

Dean Svec covered the distance at 40.00 mph for 1000 points. A. J. Smith came in 63 seconds behind Dean for 996 points having made the trip at 39.85 mph. Will Schuemann (Libelle) placed third for 895 points.

As darkness began to settle over the Richmond Municipal Airport and the hangar was put back in shape after a delicious buffet dinner, Paul Brown showed color slides of the Black Forest Gliderport and Pikes Peak area. Most of us went to bed feeling dead tired but with pleasant thoughts of a contest off to a good start.

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Saturday, May 28th, and the cu were beginning to pop and hold promise of a boomer. The task was decided upon — to Sidney, Ohio, and return with open leg for free distance after that. Of the 35 entries in the meet this day, only five made minimum distance and the day was declared "no contest." An unexpected squall line moved through the area and put a clamp on the scene. Bob Pflieger in his 1-26 flew 138 miles to Lancaster, Ohio, trying to find a hole in this squall line. After another delicious buffet dinner Paul Brown stepped forward again to provide the evening entertainment, a most excellent style show. This was followed by a 25-minute movie showing high points of the 17th Annual Wright Memorial Glider Meet. A copy of this eight-mm movie is now in the SSA library.

Sunday, May 29th, dawned with a beautifully clear blue sky. Weather data pointed out the fact that there would be some thermal activity — but no clouds. The task was an 86-mile speed triangle — Richmond, Indiana, to Rushville, Indiana, to Oxford, Ohio, and return. During most of the day thermals topped out generally at about 3500 feet ASL with an occasional burst to about 4300 feet. With a ground elevation of about 1000 feet, and with thermals spaced roughly five miles apart, this task was a tiger. It is little wonder that only 11 of the 37 contestants completed the task. A. J. Smith won the 1000 points flying at 43.92 mph. Dean Svec captured 861 points for the day and John Bierens (K-6) placed third for 698 points.

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FINAL STANDING — PILOT	SAILPLANE	MAY 27 SPEED/DIST. (POINTS)		MAY 29 SPEED/DIST. (POINTS)		MAY 30 SPEED/DIST. (POINTS)		FINAL SCORE
1. Smith	Sisu	39.85	(996)	43.88	(1000)	48.28	(969)	2965
2. Svec	Sisu	40.00	(1000)	37.10	(861)	50.00	(1000)	2861
3. Conn	SHK	31.03	(798)	24.54	(658)	42.24	(861)	2317
4. Roger/Schuemann/Ormsbee	Libelle	35.33	(895)	24.07	(656)	22.05	(563)	2114
5. Bierens	K-6	33.48	(853)	27.16	(673)	22.06	(564)	2090
6. Mullen	Prue	26.78	(702)	29.15	(698)	32.45	(684)	2084
7. Kuhn	K-6	26.73	(701)	26.01	(665)	31.21	(662)	2028
8. Bearden	1-23B	18.43	(542)	83	(550)	18.95	(550)	1642
9. Rudloff	K-6	18.33	(541)	72	(447)	21.60	(561)	1579
10. Coverdale	HP-11	53	(225)	24.46	(657)	28.74	(618)	1500