

1966 MID-ATLANTIC REGIONALS

Ed Byars came out of the hills of West Virginia to the City of Brotherly Love and won the Mid-Atlantic Soaring Championship flying his Standard Austria. The team championship, however, was won by two home town boys, the William Millers, father and son, flying the Tern which they designed and built.

The contest was sponsored by the Philadelphia Glider Council as part of PGC's 25th anniversary. It was held on their Gliderport at Hilltown, Pa., from May 28th through June 1st, 1966. The meet attracted 32 sailplanes and 43 contestants. An international flavor was added by Bernard Rigazio of Paris, France, who flew Ken Livingston's Edelweiss to third place.

The weather was rather thin and nervous. The first day was washed out by rain. Things perked up in the late afternoon and provided a chance for the contestants to familiarize themselves with the area. The following day, Chuck Lindsay, the contest's meteorologist, (supplied by the U. S. Weather Bureau, Washington, D.C.) promised thermals and wind. A race-track-distance task was announced with a course back and forth between PGC and Alexandria, N.J., a 42-mile round trip. George Moffat Jr. flew 176 miles to win 1000 points, then had to pass up the remainder of the meet because of personal obligations.

This was the first major contest ever held in the area and as late afternoon approached the natives were alarmed at seeing sailplanes landing in various unlikely places. One was reported to have crashed into a school, but this proved to be a contestant who landed on the athletic field, then used the school parking lot for disassembly. The gliders "falling from the sky" caused so much excitement that Hank Herr, PGC's president, was moved to make an announcement over the local radio station to inform and quiet the general public.

May 30th Chuck Lindsay promised better going and a 67-mile speed triangle was called using Allentown, Pa., Alexandria, N.J., and PGC as turn-points.

Gleb Derujinsky scattered his Sisu around in one hour and 38 minutes. Ed Byars was close behind with 1:42 and Rigazio just behind Gleb with 1:44. Later in the day Rigazio decided to try again and took off for a second go. Derujinsky feared for his lead, so gathered together his Sisu and took off in pursuit of Rigazio who, after 20 miles, decided conditions were slower than during his first attempt and returned. Derujinsky, not knowing this, continued and finished the course the second time in 1:41, just three minutes slower than his earlier circuit.

The 31st May was a tough day to prognosticate with a very "ify" future. If a cloudless area stayed within PGC's range things would be good and if it didn't things would be very poor indeed. It was decided to look upon all this optimistically and a distance task to Hershey, Pa. and return, with a free distance option, was announced.

Neither of the alternatives developed, but a line of rain showers did that put a water curtain between the take-off and turn points. Pennsylvania was welcomed to an additional shower of gliders which, in making end-run attempts around the rain area, flew as much as 50 miles, but not enough to make sufficient distance. It was a no-contest day.

Derujinsky landed on an Amish farm and enjoyed a dinner of Pennsylvania abundance with these strict religious people. The dinner was preceded by a prayer in which the host thanked the Lord, "... for our visitor, who came to us in such a strange way."

June 1st was the last day of the contest. The possibility of a no-contest day (and an unofficial meet) made the task choice a nervous one for officials and a slight groan was heard from the contestants when a repeat of the Hershey task was announced with distance along 270 degrees for the final leg. Crews were in short supply as a result of many helpers having returned to school, so the contestants would have preferred a task such as a speed triangle. But the spirit of soaring competition charged to the front. The contestants prepared to leave, with or without crews. As he hurried to his sailplane Ed Byars was heard to call back over his shoulder, "The keys are in my car, and the credit cards in the glove compartment—when you find somebody to drive it!" Others weren't much better off but by doubling up, and with help from local people (even our meteorologist left his adiabatic charts to crew) all were accommodated.

It was a day with overcast and long areas of zero lift or sink. Derujinsky made one glide of 35 miles without a nibble of lift and skinned into Hersey airport on the final distance leg with spoilers in and flaps up, to make 222 miles for the day and earn second place. Byars, flying in the same area and same time, had that extra bit that allowed him another 17 miles to a point just beyond Harrisburg, Pa., for 1000 points and first place for the meet. Perhaps the most impressive performance of the day was in the team division. Mr. G. Wilburn flew an ancient Bergfalke I a good 73 miles, a distance which a number of the slick, modern sailplanes failed to make.

1966 MID-ATLANTIC REGIONAL SOARING CONTEST—TABLE OF SCORES

FINAL STANDING— PILOT	SAILPLANE	MAY 29		MAY 30		JUNE 1		FINAL SCORE
		MILES	(POINTS)	SPEED	(POINTS)	MILES	(POINTS)	
1. Byars, E.	Std. Austria	138	(784)	39.24	(962)	239	(1000)	2746
2. Derujinsky, G.	Sisu 1A	130	(739)	41.02	(1000)	222	(929)	2668
3. Rigazio, B.	Edelweiss	131	(744)	33.43	(943)	152	(636)	2323
4. Dawson, E.	2-32	72	(409)	32.08	(804)	148	(619)	1832
5. Christiansen, G.	Alibi	46.5	(264)	34.42	(855)	110	(460)	1579
6. Smith, S. W.	1-21	84	(477)	34.07	(848)	60.5	(253)	1578
7. Piccagli, M.	Austria SH-1	30	(170)	27.90	(712)	148	(619)	1501
8. Kredscher, K.	K-8B	42	(239)	27.36	(700)	102.5	(429)	1368
9. Poling, R.	1-23/H-15	23	(131)	23.72	(620)	103	(431)	1182
10. Rosenblum, C.	Cherokee RM	21	(119)	17.60	(536)	104.5	(437)	1092