

working on development of more positive identification procedures for turnpoints. The thought at this time is to experiment with the use of flashing lights that would require the competing pilot to fly directly over the turnpoint to make positive identification of the marker. This would eliminate the possible inequities obvious in the present system.

Almost all members have now been checked out in some phase of ground operations, under the expert guidance of club leaders. The S3C furnished the personnel (and the equipment) for the recent Southern California Regionals. Pilots are improving their competition techniques by understanding the ground operations, having participated in them. Workshop discussions and critiques by such veteran pilots as Paul Bikle, Bill Ivans, Bud Mears, Sterling Starr, John Williams, Al Leffler and George Tweed have provided guidelines for the development of competitive flying skills by newcomers. And these pundits also note the sharpening of flight techniques.

A workbook is being compiled under the direction of the Vice President for Organization, Duke Mancuso, which will describe in detail methods of contest organization, proper operations procedures, and checklists for various assignments. This workbook will serve as a guide for Workshop activities, and may be applied to contests throughout the country.

The organization has grown to 65 members. Financing of equipment comes from the dues which are \$15.00 for members who actually compete in the Workshops and \$5.00 for non-competing members. Each pilot takes care of his tow fees when competing, and this fee is set high enough to cover the expenses of operations (such as gas for turnpoint observers) for that Workshop. Thus, each Workshop is financially self-sufficient, and the dues can be used for other purposes. Elton Ballas has been an excellent watchdog of funds as the treasurer.

## INSIDE CONTEST

*[Many clubs give soaring recognition awards to their members on an annual basis. Here is one such series. Other clubs are invited to outline their system.—Editor]*

The Illini Glider Club has a series of awards which keeps a contest going all year long.

First, the club itself gives a cup at its annual banquet in late February for the **Outstanding Flight** of the previous year by a club member. Silver-badge and higher pilots select the recipient by a secret ballot on the basis of pilot skill, considering the sailplane used and the weather prevailing as well as the actual distance, duration, altitude gain, and type of task.

Second, the **Doris L. Bullock Memorial Award**, an individual-award plaque and permanent trophy, is given by Donald A. (Doc) Mosher, local Schweizer dealer, for the best series of flights from the locality during the year by a pilot. Point claims are submitted for each part of a flight at 1 point per mile distance, 1.5 points per mile to a goal, or 2 points per mile for goal and return (when in excess of 32 miles), and/or 1 point per 100 feet of altitude gain (when over

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The first Workshop was under the direction of John Williams as Contest Director, Paul Bikle as Competitions Director and Don Gaede as Operations Director. All were prime instigators of the S3C. There were several snafus in operations, but these were discussed in the critique and were ironed out on the second day. Approximately 10 sailplanes and pilots competed. The weather was poor, but the purposes seemed worthwhile, and much fun was had by all! And so it has gone, with each following Workshop being directed by different members.

An interesting aspect of this organization has been the tremendous enthusiasm shown by the entire membership. As one of the competing members stated after serving as Contest Director and having flown several Workshops, "You really have to work to keep ahead of this ground operations crew — they'll run right over you." All members seem to appreciate and enjoy the learning process, the practicing opportunity under contest conditions, and the opportunity to devise and improve equipment and techniques.

3,281 feet gain), and/or 30 points per hour or fraction for duration (when over three hours). Silver-badge and better pilots also pick this recipient by secret ballot and may consider either total points or average per flight, using a tabulation of qualifying flights by eligible pilots.

Third, Prof. Allen I. Ormsbee, representative of the sponsoring Department of Aeronautical and Astronautical Engineering of the University, personally gives a "suitable award" for the **Otto Lilienthal Microsonic Dash**—best speed for the year around either of two 50-kilometer triangular courses. The award was especially suitable the first year when it was captured by a winter slide in a 1-26 from release at 11,000 feet.

Finally, a round lead medallion called **The Lead C**, bearing a picture of a dodo bird and the legend "Didus Ineptus Illinus," is hung on each member in turn who manages totally to miss landing back on the 762-acre University of Illinois-Willard Airport with its three 5,300-foot runways. The names of these losers are engraved on the reverse of the medal—a negative incentive for good air planning.

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