

THE 17th NATIONAL CONTEST

AUGUST 4th

Thursday, August 4th offered little if any, more in the weather reports that gave any hope for long distance flights, so again set task contesting was chosen. This time goals to the North were selected on the basis of Lange's reports. The set goals were Wiley Post Airport, Oklahoma City, Okla., 198 miles; Ardmore Airport, Ardmore, Oklahoma, 108 miles, and Municipal Airport, Denton, Texas, 34 miles.

There were 34 tries, of these 34 made contest flights, ranging from 6 miles to the longest flight by Dick Johnson of 90 miles. Johnson landed just across the Red River at the town of Orr, Oklahoma. David Boone was the only pilot to complete his chosen set task goal, Denton, 34 miles.

AUGUST 5th

Saturday, August 5th was more of the same. The weather reports were again discouraging to distance. In view of the promise of many thunder storms brewing in all directions due to the uncertainty of conditions the regular 8:30 A.M. Pilots Meeting was adjourned with announcement that a second meeting would be called at 11:30 A.M., to determine whether a contest day was feasible or not.

At meeting No. 2 the prospects looked favorable for an out and back flight of short distance or a triangular course. Either of these would have served as speed events. The latter would have been in accordance with the requirements set forth in the Beechcraft Special Speed Event. For which \$500.00 in divided prizes was offered by Beech Aircraft Company of Wichita, Kansas.

Conditions proved too doubtful to attempt a triangular course so the out and back was chosen as most likely. The goal selected was the Eagle Mountain Lake Naval Base Airport located about 15 miles North and slightly West of Fort Worth and Northwest of Grand Prairie 33 miles. Contestants were told to stand by for take-off around 1:00 P.M.

As the planned take-off time approached so did a big dark cloud bank directly from N. W. by 3:00 P.M. all hope was gone, the devil and his big cloud won. All pilots were advised that the day was no-contest and they could go drink soda pop and watch Coverdale "scratch" pool over at Leon's.



Wally Wiberg and Frank Farrar consider the problems of the first flight in Farrar's tiny prone-position flying wing. No flight tests were made at the contest.

Saturday evening the Contest Entertainment Committee, under the direction of Becky (Boo) Simmons and her assistant Jim (fugitive from a side pocket) Simmons, gave a very wonderful evening of fun for everyone. A square dance in the hangar.

AUGUST 6th

Sunday August 6th was the day for spectator events. Herman Stiglmeier was given the full job of running the air show, which he and S. S. Montgomery so carefully planned. The pilots did one of the finest shows we have ever seen. They are to be highly commended for superior team work and skillful flying. Their audience was most fascinated with it all and thrilled by Kim Scribner's inverted low-level tow and the screaming inverted dive from 1500 to deck level



Mom and Pop Krohne with their super-slick, all-plywood planked and retractable gear L-K. After the contest Pop went on a West Texas expedition and made his Golden C distance.

and then up thru an outside loop rolling at the top. Kim's aerobatics are daring, but smooth. The crowd was kept informed of the acts and maneuvers, the ship's pilots and the principle of sailplaning by Jim Spurgeon. Jim did a bang up job as the show's M. C. We were very fortunate to have him for this job and are indebted to him for rendering an excellent performance.

AUGUST 7th

Monday, August 7th, was back to contesting and the fly boys and gals were rarin' to saddle up their cloud busting machines and ride those Texas thermals to the bitter end. Ted Lange had been given two free days in which to brew thermals and what does he do at Monday's pilots' meeting but stand up and say conditions are about the same. Well, a weather man doesn't make the weather, he only predicts it. After the briefing another set task was decided upon as best for the contest. Three goals to North and more conservative were picked, Durant, Oklahoma, Sherman and McKinney, Texas, whose respective distances are 90, 66 and 38 miles.

Three flights to Durant, four to Sherman and two to McKinney were accomplished. Johnson, Reeves, and Wiberg landed at Durant; Malloy, Boone, and Irvine hit Sherman, and Kohls and Miller made McKinney. Maxey went down at Sherman short of his chosen goal at Durant. This day's flights offered more encouragement to all of us.