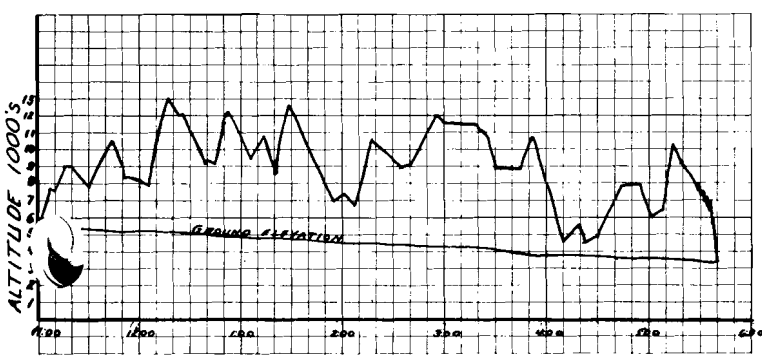
gained only a few hundred ft. Now I wondered what was going to happen to my thermal when it drifted through the town. Would it be broken up or would the extra heat stored up by the buildings help it? Soon my rate of climb was showing 200 ft. per minute and finally 300. My barograph trace shows that I climbed at an average rate of 90 ft. per minute for the first 8 minutes and then 230 ft. per minute for the next 14 minutes. Finally I reached the top at 8,850 ft. I could see Lake McConaughy now just north of Ogallala. Julesburg, on the Colorado-Nebraska border was just down the road a few miles. I figured that if I could reach Julesburg with this altitude, I could glide the final 25 miles with the 5,500 ft. I now had above the Ogallala field. Therefore, I stayed in the top of the thermal as long as I could and worked hard at keeping zero sink. I stayed there in the top for eleven minutes without losing any altitude. That was a very unusual way for a thermal to act, but I took advantage of it and didnt' ask questions. Suddenly the rate of climb dipped to 1,000 ft. per minute down, and I dove quickly out of it. I glided by Julesburg at 7,000 ft. This time I was to the Southeast of the river. Now I could see that it was going to be close even if I didn't get any more thermals. I did get one right away though. It was weak, but it was also all I needed. In six minutes I gained 400 ft., and all the time I was still drifting along. I told myself I could make it now and left the weak lift. Right away as though I had been drawn to it by a magnet I got my best average climb of the day. It turned out to be 560 ft. per minute, and it took me up to 10,200 ft. It was 5:12 and I was over Big Spring, Nebraska. I figured that this thermal was really meant for Big Spring, Texas, but some way or other turned up at its Nebraska namesake.

Now I could sit back and relax. I made the last 16 miles in 18 minutes and arrived over the field with 4,000 ft. to spare. Checking back, I found that I had made the last 80 miles in just 2 hours. It was 5:30.

As soon as I landed I began to get questions from every side. Everyone was very nice; and since I was too excited to eat, and too numb to sit, I just stood there and answered them all for about 40 minutes. All the time I kept one eye on the highway looking for Paul and Arthur with the trailer. The questions were all easy except the one: "How did you get here?" All I could say to that one was, "I just kept coming."

Finally, after dark, my car and trailer came rattling up. Paul had a big story about how his 6:30 call to my house got all mixed up, but on the way home I found out that they had stopped at the horse races at Brush, and also they seemed suspiciously familiar with the location of a bar in Julesburg. They smoothed it all over by saying that conditions on the ground looked so bad that they decided I must be down in some out of the way place and that they didn't want to overdrive me. It was four a.m. when we got back to Denver, tired but happy.



Tabulation of Thermals from Barograph Trace

2nd 11:29 7,900'
11:44 10,500
av. 172 ft./min.

3rd 12:05 7,700'
12:17 13,300
av. 458 ft/min.

4th 12:44 9,100'
12:53 12,100
av. 330 ft/min

5th 1:06 9,500'
1:13 10,700
av. 172 ft/min.

6th 1:19 8,500'
1:27 12,600
av. 510 ft/min.

7th 2:07 6,400'
2:18 10,500
av. 370 ft/min.

8th 2:40 9,100'
2:55 12,200
av. 193 ft/min.

9th 3:45 8,700'
3:51 10,600
av. 315 ft/min.

10th 4:09 4,600'
4:19 5,600
av. 100 ft/min.

11th 4:22 4,400'
4:30 4,850
av. 90 ft/min.
4:30 4,850'
4:44 8,850
av. 230 ft/min.

12th 5:01 7,000'
5:07 7,400
av. 6 ft/min.

13th 5:07 7,400
5:12 10,200
av. 560 ft/min.

Pacific Northwest Regatta

The third and final heat of the Pacific Northwest Regatta took place at the Arlington, Washington, airport on the Labor Day week-end, Sept. 2 to 4th. Previous heats had been held at Richland on June 8th and 30th, and at Ellensburg July 1st to 6th. Heasley Entz, a bear for punishment, was Contest Director of all heats.

Pacific Northwest Champion for 1950 is Robert H. Fisher. The Richland Glider Club won the club championship. Winner of the Ellensburg Duration Plaque is Dean Reynolds. Winner of the Boeing Altitude Trophy is Robert H. Fisher.

Final standings of all contestants for the three heats are:

PILOT		Point Total	FAI Applications
Carson, H. C. (Kit)	TG-3	4	
Fisher, Robert H.	LK	407	(Silver C Total
Fisher, William L.	LK	25	Gold C Distance)
Higgins, H. Clark	TG-3	0	
Joppa, Robert	LK	0	
Lamb, Rowland G.	LK	137	(Silver C. Distance
Lewis, William A.	TG-3	0	
Moore, Robert L.	TG-3	28	
Radcliff, Edward	TG-3	0	
Reynolds, Dean	LK	45	
Robertson, Jos. M.	TG-3	38	
Rose, Lester J.	LK	137	(Silver C Distance
Titus, O. N. (Bud)	TG-3	33	and Duration)

Aircraft Marking Deadline Extended

Plane owners can stop worrying about that CAA requirement that the second letter of the **aircraft identification markings** must be removed by January 1, 1950. Civil Air Regulations Amendment 43-4 has just extended the deadline for removing the "C", "R", "X", or "L" symbols of aircraft operated within the United States until the first time such aircraft are recovered or refinished.