

U. S. SOARING ENTHUSIASTS VISIT AUSTRIA, YUGOSLAVIA

by W. B. KLEMPERER

THIS PAST summer many American sailplane enthusiasts visited their friends and colleagues in various countries in Europe and had an opportunity to see for themselves what problems confront them in various regions and climates and how they go about solving them.

It was a particular privilege to observe the Austrian National Contest at the Alpine soaring center and school site of Zell-am-See, where several converging valleys and the proximity of the Hohe Tauern and Gross-Glockner mountain range to the south and a sizeable lake nestling between the mountain spurs to the north create unusual thermal conditions which enable the experienced pilots to soar until late evening hours when one would expect no more lift.

Among those visiting the site was the Finnish team on their way back home from Spain and several American travelers enjoyed the privilege of passenger flights amidst the Alpine scenery, among them R'll Benby, John Graves and myself and family.

Another very interesting visit was paid to the Slovenian Aeronautic Association on invitation of the Aeronautical Union of Yugoslavia. The thorough manner in which the engineers and test pilots of the high performance sailplane Triglav had systematically proceeded to improve its performance was much appreciated during a visit to their experimental workshop and glider factory near Ljubljana.

During a visit to the soaring school at Lesce an opportunity was given to Lt. Colonel Ralph S. Royce, who had been standing by as alternate pilot of the American team for the International World Championship Soaring Contest in Madrid, to fly the famous amphibian sailplane *Jadran*, once landing on terra firma and once (or maybe twice at that) on the picturesque resort lake of Bled, practically at the foot of the majestic three-peaked Mount Triglav, for which landmark the other sailplane was named.

Colonel Royce expressed himself as being extremely impressed with the performance of the *Jadran*, in the air, in aerobatic maneuvers, and on the surface of the water (via one-man-power paddle propulsion).

The hospitality extended to the American visitors by their Austrian and Yugoslavian colleagues was most cordial. In Ljubljana it was particularly pleasant to renew acquaintance with Boris Cijan, the designer of the *Orao* sailplane and to meet Professor A. Kuhelj of the Institute of Technology, whose understanding assistance is much appreciated by the local group of striving young engineers who enjoyed seeing some samples of time-lapse pictures of Sierra Wave clouds.

The first glider club in the world, the Mohawk Aerial Navigation Company, organized in 1894 in Schenectady, New York, was headed by the now famous engineering genius, Charles P. Steinmetz.

Paul Bikle Joins Diamond C Elite



by PAUL BIKLE

I HAD stopped off at Odessa, and had hoped to make a distance flight of 500 kilometers to complete my Diamond "C". After spending two weeks and completing flights of 202, 210, and 306 miles, we were ready to move on to Grand Prairie without the required 311-mile flight.

However, the last day looked good and, instead of leaving for Grand Prairie, we took off to the northwest for one more try at it. After a slow start and a long detour to the west for better clouds, the flight was continued on over Clovis and Tucumcari, N. M., and the landing was made at Clayton, 325 miles from Odessa, after arriving over the airport with 10,000 feet.

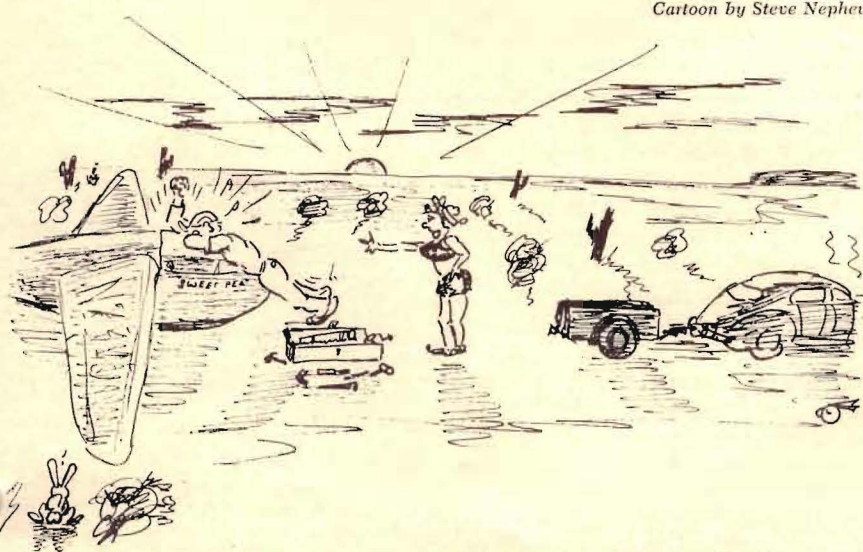
Anne, my wife, with Hugh, John, Pat and our dog, Mojave, arrived with the car and trailer the next morning. We immediately started for Grand Prairie but did not get there in time to fly the first day.

Completion of a 317-mile goal flight to Odessa during the contest came as an anti-climax. In fact, the distances flown during the contest did not really make an impression until, on the last day, I realized that I would have to omit a 220-mile goal flight because it was my poorest contest flight.

Really, the most interesting flights in the contest were the closed-course tasks. I found them interesting to fly and enjoyed watching the other ships coming in after completing the tasks. Also enjoyed not having a long and expensive retrieve and the best part of all was a good night's sleep for a change.

The most lasting impression I have is of the smooth and efficient way in which the contest was run and of the complete absence of bickering or complaints which can so easily spoil events of this type. We all owe a big vote of thanks to E. J. Reeves, Hal Cronkhite, Phil Easley and the others who made this possible.

Cartoon by Steve Nephew



"You said — the long tool box and the short trailer!"