

field . . . I'm at hotel trying to contact Capt. Barnaby' . . .

MADRID, Monday Night, June 30—Capt. Barnaby was not to be found till afternoon. Left Capt. and Marge's (the Barnabys') room at the Avenida about 2 P.M., thence to the Palace, then decided to go to Aero Club office, which is nearby, to endeavor to get some information . . . Barnaby had told me no one there knew a thing about the event. Found him to be right—only a bartender, who knew nothing . . .

. . . About 6 P.M. Marion Smith (Mrs. Stan Smith)³ came in the writing room, just off main lobby of Palace, and informed me the official ceremonies were to begin at 7 P.M. . . . Thought surely she had been misinformed, since I had no idea ceremonies would be held three days before the opening of the event and without some attempt to notify all who might be interested . . . However, we proceeded to the field by taxi . . . Found that they were to begin, and, in fact, did about the time we were leaving the taxi. There was a large crowd filling the very elegant clubhouse and both its upper and lower terraces . . . Announcements were made, calling attention to some of the dignitaries in attendance, some in English, but most in Spanish and German . . . The Spanish Air Minister made an address in Spanish. Flags of all countries participating were raised, and ceremonies were over. Made a few movies of the crowd, flags and buildings. Hausler, not knowing of the affair, had gone without his movie equipment . . .

. . . Have found no information center, no contest headquarters, no printed matter, no bulletin board, and practically no organization or preparation except to provide space and tow ships . . .

(Ed. Note: Later, things clarified a bit) . . . Very few people speak English, and none of them know anything about the contest . . . The U. S. Air Attache's office would like to help, but have not informed themselves and are awaiting orders from Washington to assist us. Hope to find someone in the morning that has, or can get, some of the answers . . .

. . . Wally Setz is devoting all his time to duties of team captain. Was unable to talk to him tonight (Monday) because of a meeting of team captains . . . Paul S., Dick J., Stan Smith, Hugh Whitney,⁴ are to return from Barcelona in the morning (Tuesday) with the three Schweizers (sailplanes) and the RJ-5. Want to be at the field early to get some info if possible before they arrive . . . So to bed; it's now after 2 A.M.

MADRID, Tuesday, July 1—When Wally S. and several others went to the field yesterday (Monday), they found Bill Beuby and his wife in possession of the ship they had been promised (by the Spanish hosts) . . . Paul S. and Stan Smith had also been

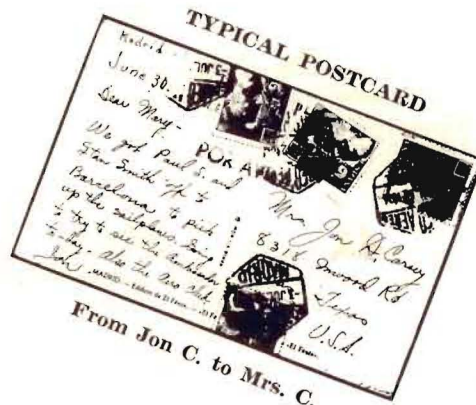
³Walter Setz, Philadelphia, Pa., Team Captain, Shelly Charles, Atlanta, Ga., Eastern Airlines Pilot, Dick Ball, Schenectady, New York, Earl Bailey, Starkville, Miss., Dick Johnson's Crew Chief, Ernie Schweizer, Chief Engineer, Schweizer Aircraft Corp., William C. Beuby, Los Angeles, Calif., Supervisor of Production, Douglas Aircraft Corporation, Walter Hausler, Rochester, N.Y.

⁴Capt. Ralph Barnaby, U.S.N. Retired, Member S.S.A. Board of Directors.

⁵Stanley Smith, N.Y., National Soaring Champion, 1933, Member U.S. Team.

⁶Hugh Whitney, Elmira, New York.

provided previously with the "Unimogs" (very poor imitation of our Jeeps) to take to Barcelona . . . Everything else was bad news: No contest headquarters, no place to get information, no information to get . . .



MADRID, Wednesday Morning, July 2—On Monday "Pirat" Gehriger⁷ called meeting for purpose of adopting contest rules—which turned out to be for the purpose of rewriting them. Has lasted throughout Monday, Tuesday and today. Wally Setz has been in it three days . . . The others of us have spent our time trying to get information, trying to set up something for our own headquarters, since there was no other . . .

. . . Expected Paul, Stan, Dick and the others back Monday afternoon from Barcelona (some of us waited up late Monday night), but no word from them except that they were on the way . . . About 6 o'clock Tuesday evening, Dick J.—who was riding with Frank Lane, the CAA (Civil Aeronautics) man from Frankfort, in a Chevrolet—appeared at the field, Cuatros Vientos, with information that the others were delayed because the Unimogs were underpowered, slow and too rough riding to make time . . . And they had had an accident, breaking two or three ribs of one of the drivers (soldiers and Unimogs are furnished by Spanish Army) . . . And they had run out of gas about 70 miles away and would be in in about 2 hours . . . It was about midnight before they appeared . . . They were tired and worn out. So Ernie Schweizer, Tom Eaton⁸ and Earl Bailey relieved them, and took ships on to the field . . .

MADRID, Wednesday Night, July 2—This morning all of us went to the field, and helped set the ships up, and all the pilots got in the air late in the afternoon . . . Paul S. got 12,000 ft., and hadn't reached cloud base . . . Paul MacCreedy,⁹ Stan Smith and Dick J. took tows at 6 P.M. They all stayed up as long as they cared to, Dick landing about 9:30 . . . They were getting 800 ft. per min. as late as 7:30 . . . Radios are working OK so far . . . Just got my call through to Mary (Mrs. Carsey) in Dallas . . . Heard her clearly . . .

⁷Ad. ("Pirat") Gehriger, Zurich, Switzerland . . .

⁸Ernest Schweizer, Elmira, N.Y., Chief Engineer Schweizer Aircraft Co. Tom Eaton, Norwich, New York.

⁹Paul MacCreedy, Jr., Pasadena, Calif. Winner of 2nd place in 1950 International Contest in Sweden.

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