

sulted in damaging a number of sailplanes. Several others, including the RJ-5, were damaged in landings on rough terrain. Pierre, France, in the Castel-Mauboussin 8-15, made the best distance, 186 miles. Gildermyn, Belgium, with his Czech Sohaj did 184 miles. Beuby and Charles, by a handsome margin, exceeded all other 2-seaters with a 166-mile flight. Among the single-seaters MacCready was 7th, Schweizer 9th and Johnson 16th.

July 4th was a rest day wherein all Yanks that weren't retrieving made a point of reminding all available British of the significance of the date. That evening many of us attended the traditional party of Americans at the Embassy.

The weather briefing on the morning of July 5th was very confusing. Goal flight of pilot's choice was the task. Even up to take-off our men were not particularly convinced of predictions. Beuby and Charles came back, filed a new goal and took off again. It was a bad day for the U. S. Our men went SW, SE and NW when the best flights were made to NE. We sure needed a meteorologist, but, lacking that we would have done better by ignoring the briefing. The performance of several "unenlightened" pilots proved this. Again Pierre excelled by reaching his goal at 180 miles. Wills and Stephenson were tied for 2nd place in points for the day. Our single-seaters were in the mid130s (Johnson didn't fly). Beuby and Charles were 13th out of 18 2-seaters. In this category Juez, Spain, was first by a staggering margin in making his goal at Zaragoza.

July 6th was a rest day.

July 7th, Class III task (speed). The goal was an airport 77 miles to NE from Cuatro Vientos. Philip Wills made the best time, 55 m.p.h. MacCready was second with 53 m.p.h., Forbes of England, third, 51 m.p.h., Smith 12th, Schweizer 13th (Johnson didn't fly). In the 2-seater category Frowein of Germany was first, Beuby and Charles second, Juez third.

July 8th was the first day we put all 5 U. S. ships in the air. The task was distance. Feddersen, Denmark, did best, Pirat Gehriger of Switzerland second, Wills third, MacCready was 11th, Johnson 16th, Smith 26th and Schweizer 29th. In the 2-seaters Kahva, Finland, was first, Hannah Reitsch 2nd, Beuby and Charles 3rd.

July 9th was a rest day.

July 10th, the last Contest day, was a speed task to the same goal employed on July 7th. In the single-seater category we looked pretty good. Johnson first by an impressive margin, 66.9 m.p.h., MacCready second, 55.5 m.p.h., Smith 7th at 49.1 m.p.h., and Schweizer 8th, 49.0 m.p.h. Dick's performance this day sure lifted a lot of doubts as to whether he and RJ-5 were of record caliber. In the 2-seaters the story was reversed. Beuby didn't make the goal. Vicent of Spain was first, Juez second and Ziegler of Germany third.

It is unfortunate that there were not more contest days. Five flights still permits an appreciable "luck factor" to prevail. Although soaring conditions were generally below what we expected to find in Spain it was entirely possible to make qualifying

flights every day. There was a tendency by a few nations to hold flying to the very best days only. On the one hand it is not necessary for the "Champion" to break a record to prove himself but he most certainly should be able to demonstrate his ability under marginal conditions.

The performance of Philip Wills was indeed noteworthy. There certainly can be no question of his right to the title. Whereas it was stated that "luck" could be an important factor in the Championships Philip's record contradicts this logic. Juez, 2-seater Champion, also showed a consistent performance to gain his title.

Where was the U. S.? Let's do a bit of "soul-searching." As mentioned above we were deficient in several items. (1) We arrived too late to practice in Spain; (2) We had no meteorologist; (3) We lacked suitable ground transportation; (4) Our radio equipment was never "brought to bear" throughout the Contest. All of these shortcomings were purely our own responsibility. Probably the only problem that wasn't totally our own affair was the lack of interpreters. But all non-Spanish speaking nations shared this shortcoming equally. Breaking down the above deficiencies; — (1) Our tardiness was strictly our own doing, and, in the over-all we saved only a few dollars by just making the opening date. (2) and (3) We were well aware of in advance and they both constituted expenditures considerably beyond our capabilities. It's the old story, we just don't achieve the position that motorless flying enjoys in other countries. Our radio deficiency, (4), was a combination of "self-inflicted" tardiness and inadequacy of ground transportation.

Extrapolating the above and beaming same thru a crystal ball by way of "guesstimating" where the U. S. could have stood in the final standings doesn't necessarily give rise to rejoicing. Our final positions might have thus been better but the two Champions still look perfectly secure from here. Just because we have a couple records doesn't preclude top performance in an International. The records are probably more complimentary to the real estate in and around Texas and Bishop rather than to superior aircraft or airmanship. Competitive soaring is a far cry from "expeditionary" efforts. Some of our people aren't sufficiently aware of the excellent capabilities of pilots and sailplanes outside the U.S. Against the World's best we're just "one of the boys."

Now for a word on the organization and execution of the '52 Championships. All three previous Internationals were held in countries experienced in putting on large contests. World Championships require a staggering amount of planning, preparation, facilities and personnel. Spain undertook this meeting with a limited background in this sort of event. In addition, more was offered than has been in the case in the past. There were spots where the going was a bit rough. Many of these occasions were related to language difficulties. The Real Aero Club certainly went to tremendous extremes to meet the wishes of the pilots. One widely expressed criticism, also voiced in '50 at Orebro, was the virtual impossibility for crewmen and pilots of all the nations to get together informally. Many participants con-

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