

1956 WORLD CHAMPIONSHIPS

by
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Since last reporting on the International Team in the March-April issue of SOARING, we have been making good progress. The Aero Club of France asked for three single-place and one two-place entry with the proviso that should more than 60 entries be received, the team would be reduced by one single-place entry.

The original team was Paul Bikle, Paul MacCready, Jr., William S. Ivans, Jr., and Kempes Trager with Barney Wiggin as Team Captain. The expected happened when on April 6 we were informed that we would have to drop one single-place entry; 27 countries had responded with entries.

Meanwhile, Paul Bikle had elected to fly two-place since it appeared that it would be impossible for him to get his ship East and there would be an opportunity to fly the 2-25. For

World Height Record Holder William S. Ivans, Jr., certainly has the ability and experience to make the Olympia IV display its true performance.



personal reasons Bikle subsequently asked to be dropped from the team. At the moment, the team consists of MacCready and Ivans flying single place and Trager flying two-place.

MacCready will fly a Breguet 901 which is being loaned to him by the French. Ivans will fly an Olympia Mark IV which is being loaned to him by Elliotts of Newbury. This glider, of English manufacture, is reported to have slightly better performance than the Slingsby Skylark



Dr. Paul B. MacCready, Jr., will be representing the United States for the fourth consecutive time. If speed is a vital factor in the scoring system he will be in his element.

III's with which the British team will be equipped.

The fund raising has now reached the point which guarantees the U. S. can enter three gliders. We now have \$8500.00 which is somewhat short of the \$15,000 budget which was established for the entry of four teams. The industry response to our request for support of this "Olympics of Aviation" has been gratifying and all donors have expressed their best wishes for the success of the team.

There have been very few details available concerning the facilities at St. Yan. The best report is from SSA Member Fred A. Matteson, presently stationed in Germany, who made a reconnaissance of the area and has written as follows:



Team Captain Bernard L. Wiggin leads the U. S. National Soaring Team for the second time. His knowledge of weather and of the pilots will prove invaluable.

... St. Yan is a small town located in the valley of the Loire not far southeast of the larger town, Digoin, which is located between Lyon and Nevers in Burgundy. The airport is about $\frac{1}{4}$ mile distance south of St. Yan. The valley is flat for at least 10 miles in all directions from the airport. To the east lie the Jura, and to the northeast, the Vosges. To the southeast lie the Alps, of course. I do not know France too well, but do believe that mountains will not constitute any problem for us in this meet. This area and that for miles around is farm land. The fields are generally open and landing places will not be a major problem to the extent they were in Spain, England, Sweden or Switzerland. The French are not great lovers of fences, either wire or stone, but ditches are occasionally used in their place. Roads are good and paved, and usually lined with trees. The amount of forested land is not great and no other natural barriers seem to come to my mind at this time. Much of this area in France is gently rolling, however landings can be made in these areas without worry. The country is not generally rocky.

I talked to the chief pilot at St. Yan about facilities. The place is now being built up as a new national school. During the meet, barracks are to be provided to pilots and crews, and although old, look to me to be very adequate—water, electricity, etc.