



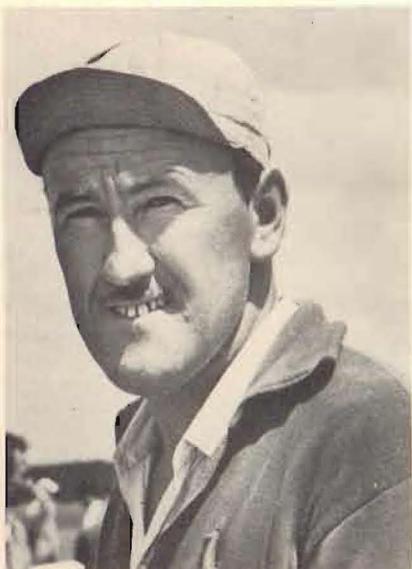
Photo: Heimgartner
The Winner! Paul MacCready achieved his life-long ambition at St. Yan, France.

names in red over the breast pocket—who could resist us? Who knew that Dr. MacCready, Sr. had one yard of pants leg turned up inside because his coveralls were as long in the legs as they were wide in the belly?

The U. S. Air Force played the big brother to all contestants by detailing an Air Rescue helicopter and supporting crew to St. Yan for the duration. Although there were several ships badly damaged during the contests the two accidents involving personnel occurred where conventional medical facilities were available. The Air Force also gave a demonstration of power and precision flying by sending the SKY BLAZERS to

Fourth in the single place entries was Saradic of Yugoslavia. He flew the beautiful and expensive Meteor.

Photo: Heimgartner



SEPTEMBER-OCTOBER, 1956

St. Yan. These were four F-86 Sabre Jets that flew as one.

Keen competition only increased the spirit of FRATERNITE. After the second task it was United States first and second in the single-place and first in the two-place categories. The tasks grew tougher as the strong thermals of the first few days languished under a flat ridge of high pressure. On July 8th the task was a race to Beaune. A tortoise could have won it but since none was entered none did and the day passed charged to experience with no points scored by anyone.

The air base at St. Yan is normally a school for aerobatics. Each day before the sailplanes got started, and again after they had gone, the Stamps were put through their paces by cadet pilots. Loops, hammerheads,



Photo: Heimgartner
Gorzelak of Poland flew his Jaskolka into third place in the single seater entries.

inverted flight—all the beautiful patterns a maneuverable plane can do were executed with flawless perfection. Parachutists displayed their skill in free drops. Trailing smoke by day and with bright lights at night they showed how they could direct their brief free flight before parachutes opened a few hundred feet above the ground. A sweet little French jet—the Mini jet—would then cavort—over, around, and at times it seemed, almost on the field as it raised dust with low-level passes.

The most dramatic day of the entire period was Wednesday, July 11th. The task imposed was a race, St. Yan to St. Auban, 303-km away with the cloud capped Dauphine Alps across the course. It would be the last task of the series unless everybody fell short. Gerbier exceeded

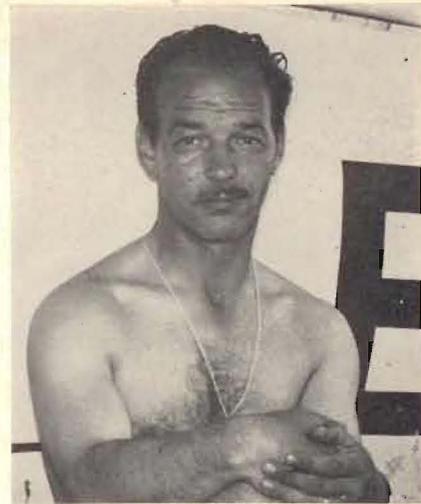


Photo: Heimgartner
Juez of Spain, second in this World Gliding Championships, in a Sky, was the winner of the Two-place event at Madrid, Spain, in 1952.

himself at the weather briefing. A fresh flood of cold maritime air was pouring out of the north. Wind speeds of 20-30 knots were measured at St. Yan. At Mt. Ventoux, on course, a whole gale of 70 knots from the north-northwest was reported at 0700 local time. The zero isotherm was at 2000 meters. A true mistral was occurring and was forecast to continue in the Rhone Valley with turbulence and roll clouds in the mountains and waves at high levels.

Bill Ivans, 244-km along and still on course was fighting turbulent air as he remained under the cloud deck. Suddenly he was forced down in a

Bill Ivans of California did exceptionally well in this, his first, World Gliding Championship. Flying an Olympia IV with laminar wings, Bill finished in 5th place.

Photo: Heimgartner

