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Left: Captain Ralph S. Barnaby, USN (Ret.) presents the Larissa Stroukoff Award to Lyle Maxey, Downey, California. On the right second place winner Graham Thomson receives a Pioneer parachute from the donor, Mr. Harold C. McElfish.

In spite of all this, nineteen sailplanes completed the course. The fastest time was turned in by Paul Bikle, of Lancaster, California, in his Schweizer 1-23, with a speed of 41.2 miles per hour for the 124 mile circuit. Second highest speed of 40.25 miles per hour was made by Graham Thomson. Third highest speed was made by Hutchinson, one of the two-place contenders, with 38.1 miles per hour.

The end of the day found Maxey still leading with 3719 points, closely followed by Dick Schreder, Paul Bikle, Graham Thomson, and Paul Schweizer. Dave Johnson retained his two-place lead, with Hutchinson and McNay close behind. No other two-place entries completed the course.

Saturday, August 4, the fifth day of the contest was the second and last "Open" day, and what a day it was! Fourteen sailplanes made flights of over 300 miles; twelve more made over 200 miles. Best distance of the day was Maxey's flight to Garnett,

Kansas, 393.5 miles. The best goal flight was Del Miller's flight to Eureka, Kansas, a distance of 351 miles. Harold Hutchinson and his passenger in an L-K, established what may be a new U. S. National two-place goal flight to Tulsa, Oklahoma, a distance of 246 miles. The current holder is Dave Johnson, whose distance was 221 miles. Dave Malkemus, another two-place contender in a Pratt-Read also completed a goal flight to Tulsa, but as Hutchinson beat him in, the record goes to Hutchinson. A total of nearly 5,000 miles were flown this day!

When the smoke had cleared away, Maxey still headed the list with 4651 points, followed by Thomson with 4160, Bikle with 4142, Schreder 4062, Schweizer 3697, and "Doc" Sawyer of El Cerrito, California, flying the Mitchell "Numbus II" with 3635 points.

The best two-place flight of the day was made by Jack Williams and passenger in a flat-top L-K to Okla-

homa City, a distance of 296.5 miles. However, pointwise, Hutchinson was still in the lead, closely pursued by Dave Malkemus, with McNay still in third place.

With all the activity of this day, it was lucky that Sunday had been chosen as a no-contest day, to be devoted to an air show for the benefit of contestants, crews and spectators alike. For the benefit of all, that is, except the poor old SSA Directors who devoted the day to earning their pay, settling the manifold problems of the Society as will be reported elsewhere.

Because of these directorial duties, your scribe missed the Air Show and can only state that he understands from eye-witnesses that through the courtesy of the local Naval Air and Air Force facilities, and our own soaring personnel, it was a good show. One part of the show, however, he did not miss was the Beauty Contest staged by Alice Johnson, Dick's efficient and attractive wife. In

On the left Paul Schweizer presents the Schweizer Aircraft Corporation Trophy to Marshall Claybourne for the best performance in a Schweizer 1-26. Right: Dick Johnson awarding a McKinley Plaque to Harold Hutchinson, the Two-Place Champion.

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