

business flying the SSA's new Ross 'Ibis,' reached an airport near Washington, D.C., 219 miles away. It was slightly in excess of Barringer's 212 National Record but not by the then needed 5% margin.

Decker fighting hard made 173 miles, with Lehecka scoring well in a 130 mile goal flight. At this point he held well ahead of the American entries and passed Riedel, who did not fly this day, for the first time. Also duPont and Corcoran were out of this day's flying due to ship repairs — travel damage.

July 5th— Richard duPont exceeded the (his) National Altitude Record— 6,700 feet on a short 24 mile hop.

The outstanding flight on this day was by Riedel when he covered 196 miles to New York City. Decker had 117, O'Meara 115, Merboth 93, with Lehecka scoring well in altitude — 4,280 feet on a 42 mile flight.

July 6th— Must have been 'one of those days' at Harris Hill. Some of the leading pilots, including Riedel and Lehecka, were unable to get away. Corcoran made a masterful flight of 202 miles, duPont 82, Merboth 62. These were the only scoring flights of the day.

July 7th— Riedel was the only pilot to score on this day, in quite a good flight of 73 miles to Syracuse. His passenger on this trip was a Mr. Girton, Inspector for the Bureau of Air Commerce.

July 8th— Riedel, Merboth and Decker divided first place honors on this day, each attaining 108 miles. But Riedel with Dr. Karl Lange as a passenger, made it the longest two-place flight to have been accomplished in this country. Bayer was back in the contest with his 'Kranich' and, with his wife as passenger, did 97 miles. Lehecka had 53 miles and duPont 53. duPont moved to within 29 points of Lehecka in first place.

July 9th— A weak day with no distance flights. Lehecka scored best on altitude with 3,700 feet.

July 10th— Last day of the 9th National. A requirement for barograph turn-in by 7 P.M. resulted in short goal flights and altitude and duration tries. Decker made 78 miles 4,500 feet, Lehecka and Riedel did 62 miles with altitudes of 5,400 and 4,300 feet.

Total contest points for top six pilots were: Riedel 1486, Lehecka 1271, duPont 968, Decker 870, O'Meara 859, Merboth 804.

So went the 9th National twenty years ago.

# West Words

by BERTHA M. RYAN

The West has claimed another National Record pending approval by the Soaring Society of America and the National Aeronautic Association. On July 9, 1958, Bob Fisher of Moses Lake, Washington, flew a 300 km triangular speed course from Fancher Field, Wenatchee, to Creston to Moses Lake back to Wenatchee at an average speed of approximately 33.4 mph. The ship was an L-K and the passenger was Bill Cowan. The next day Bob and a passenger came within eight miles of completing a goal and return flight that would have been a World Class record. All this took place during the Pacific Northwest International Soaring Contest. Besides these two flights, Rudy Allemann flew a 218 mile Goal and Return in his 1-26. Several other pilots made Gold C legs. It was a really good meet.

Another successful contest, although there were no spectacular flights, was the Southern California Soaring Association Meet at El Mirage over the Fourth of July weekend. We told you in the last issue about a new scoring system invented by Cmdr. Ted Sharp and designed to encourage the newcomer to soaring by giving points for FAI badges, altitude, duration, State and National records, as well as distance. Approximately 20 pilots participated in a meet that featured a lot of good comradeship and flying fun for all. The winner in the Single Place division was Jerry McTeague who has been soaring only a few months. He was flying the SCSA's 1-26. The Two Place class was won by an Air Force-Navy team, Capt. Dave Greenwood and Cmdr. Ted Sharp flying Ted's 2-22. Ten Silver C legs and six state records were claimed. Such a good time was had by everyone concerned that the SCSA is planning another meet of the same type for the labor day weekend.

We hope such contests as the one at El Mirage will grow in popularity because they encourage pilots to go after FAI badges and State Records. California is an unusual case in that many National and World Class Records have been established here. Thus the Senior Category (excluding Gold C pilots) was set up

for California State Soaring Records so that the less experienced pilot will have a chance to show what he can do.

Soaring in the West appears to be growing at a tremendous rate. The amount of flying done at El Mirage is a good indication of this growth. Recently there has been a minimum of 20 ships based there with fifteen of them flying just about every weekend. In addition to these sailplanes, other pilots trailer their ships to the desert site to fly. Other Western sites are undergoing a similar growth.

This increasing soaring activity is also indicated by new sailplanes that keep appearing. Carl Ziler recently flew the first flight of his new BG-12A, the first production model of a high-performance, all wood construction kit sailplane designed by Gus Briegleb and produced by Jack Wolfe of Seair Company. The sailplane's wings presented a beautiful scene silhouetted against the sky as the sun was beginning to set behind the hills. It is planned that Ross Briegleb will fly the "12" at the Nationals.

Pete Sinclair has purchased an L-K that already has a star-studded history. It is the ship that belonged to Sterling Starr of San Diego (Diamond C No. 11). Pete, a meteorologist, plans to do research on dust devils and has already arranged to have the back seat instrumented. Sounds like a good "job," doesn't it?

The Southern California Soaring Association Flight Group has acquired Bob Schnelker's 1-26 and is putting it to good use. The 1-26 makes an ideal club ship for use in X-C flying and flights for FAI badges. The SCSA Flight Group is now under the directorship of Jack Lambie. It is hoped that this arrangement will provide more opportunity for students to obtain flight instruction.

Another Schweizer design newly arrived on the West Coast is a brand new 2-22C belonging to Dr. Harner Selvidge and Cmdr. Ted Sharp. This sailplane is the second of its kind on the West Coast. "Doc" and Ted are keeping the 2-22 as busy as if it were a Club ship. It looks like  
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