1. In this land of fantastically clear air, the distances scanned are so enormous that it would only be luck that would permit one to see a sailplane, even on the highway, if more than one and a half or two miles away. Humans are correspondingly harder to see. Mirages can further complicate visibility close to the ground. Looking down from an aircraft is the only reasonable way to search for adventures; another reason to stay by your sailplane if in the boon docks. Of course, while flying, keep an eye peeled for others on the deck.

2. Above 4000 feet, one can save money by buying and using "Regular" gasoline in his car even in "high compression ratio" engines. At and above these altitudes, it is quite impossible to achieve actual "detonation compression" in your cylinders. This trick saves 5% to 8% of already high fuel prices.

3. Like many unknowns, driving on unpaved roads creates more fear than is warranted. When "wash boardy," take it easy and/or take the instruments out of the rough-riding, trailered sailplane. When you meet someone driving the other way, stop and chat with him; it is a pleasant custom that does not take much time as it happens so infrequently. The real advantage, of course, is to be as friendly as possible while you wait for the dust of each other's passage to settle.

4. Most of the area is open range with deer, sheep and cattle lurking in a dip of the road. Cars depreciate with a sickening bang as the befuddled livestock are "brought to bumper." Repairs, and reparations to the owner of the "bum steer," come to a lot of moola.

5. Also lurking in any dip may be a fast flowing stream of deep water, the run off from a burst Cu Nim, perhaps miles away. It doesn't happen often but it is a thrilling affair when it does.

6. Most of the time, the retrieving crew can stay within 10 to 20 miles of the sailplane. This takes advanced planning, a good dose of homework and preparation. Obviously the food, drink, fuel, oil, money, credit cards, ignition key and other details should be in hand, preferably hours before take-off. In contest flying, the crews could be enroute long before their pilot takes off. They will then have a head start in case their pilot sizzles up to 20,000 feet and goes screaming down a cloud street overhead; such situations are to be expected in some supercharged desert thermal conditions. Obviously, oxygen for the pilot is an absolute necessity.

7. All desert wanderers, in the air and on the ground, are subjected to a very low humidity. This requires high intake of fluids and/or of fruit, moist lettuce, tomatoes, etc. Salt consumption should be increased several hundred percent, either by tablets (slow dissolving types reduce chances of nausea) or by sprinkling it liberally on food. Contrary to some beliefs, salt will *not* make one thirsty; in fact, if it did, it would be better for us, since the tendency is to drink too little when involved in "hot competition." Cramps in muscles, dizziness and weakness are frequent results of insufficient salt and liquids; so carry plenty of water and refill at every opportunity. Consider also that you may want to have plenty to be able to share with someone in an emergency, and for your car. Water bags, if used, are apt to damage paint and even chrome plating, so hang them on your trailer.

8. Cars pulling trailers will invariably overheat when climbing hills and driving down wind (you will *always* drive down wind whenever the lift is strong over the hills, "lift" has to come from somewhere). Cool it off by sprinkling the radiator gently and turning into the wind. Don't shut off your motor unless you want the unpleasant sensation of "vapor lock" in the fuel line. Pour water gently over the fuel line, if vapor locked, and make yourself comfy. You have a long wait before it will start, perhaps an hour, during which time the desirability of "fuel injection" will become obsessive.

The tone of this report was set in the first paragraph: "No dangerous situations were encountered nor were there any significant problems." Some subsequent comments may sound grim and even terrifying, as if you were far behind God's back, but they are simple warnings, as obvious as instructions to "cross a street only on a green light, and be careful even then - or else."

You will find (or have found) Nevada looking like most TV backgrounds, except there is less gunsmoke. It is a land of many-colored mountains, as unending as a trip through intergalactic space, and "thar's Diamonds over them thar hills."

THE NEW F.A.I. STANDARD CLASS

The two-place category of competition has been replaced in the World Soaring Championships by a new category termed "Standard Class." The first competition using this new category will be the 1958 World Soaring Championships to be held in Leszno, Poland, from June 15th through June 29th. The proposals for the Standard Class were drawn up by the Board of OSTIV, the international scientific and technical soaring organization, and submitted to FAI. With minor modifications, they were approved in the following form:

A. Requirements

1. Span: the span shall not exceed 15 meters (49 ft., 3 in.).

2. Aids to flying: the wing shall be as simple as possible. Flaps and other mechanical devices for changing the wing camber are prohibited. Ailerons should be simple and arrangements for drooping them to form a flap are prohibited. Tail parachutes are prohibited.

3. There are no restrictions on instrumentation, except radio, which is prohibited.

4. Certificate of Airworthiness: the sailplane must have a certificate of airworthiness (*or navigabilité*) which permits cloud-flying. The dive brakes (of any type) must limit the speed to the maximum permitted by the certificate of airworthiness. The certificate of the country of origin will be accepted. If an airworthiness code does not exist, the code of Great Britain or Germany is recommended.

The above (1,2,3 and 4) are *compulsory* requirements.

B. The following Recommendations are offered as a guide to designers.

1. The sailplane is intended to be cheap to construct and should therefore use cheap materials and methods of construction.

2. The sailplane is intended to be *cheap to operate* and should therefore be easy to repair, quick and easy to rig and de-rig and easy to transport on a trailer. An adequate fixed wheel is recommended, and if fitted, a brake is compulsory.

Two-seaters: There shall be no two-seaters in the Standard Class.