

# U. S. INTERNATIONAL SOARING TEAM

Summer soaring conditions at Bishop are quite good and it is likely that competitors will be spending much of their flight time above 10,000 feet. Cloud bases over the mountains and dry thermals over the valleys often go to 20,000 feet and dry waves are possible.

Radio equipment is not required but is strongly recommended. The organizers will operate a radio relay station on top of the mountain just east of the airport which will maintain contact with sailplanes on 123.3, 123.1 and 122.8 mc, and with the airport. On task days, it should never be necessary for crews to leave the airport unless needed. A limited number of used Skycrafters radios will be available for rent from the manufacturer.

For those who attend, it is emphasized that reservations for accommodations should be made early. 400 rooms in nearby motels and hotels are available which can handle an average of four persons per room. The C of C has lists of these facilities. The hardy and/or frugal can camp out on the airport or in the nearby mountains.

Conveniences to be provided include a baby sitting service and buses which will be available for tours by those who stay behind. Leisure hours may also be taken up by trout fishing in the many nearby mountain lakes and streams.

Bishop is at an elevation of 4150 feet, in a valley between two mountain ranges, whose peaks reach to over 10,000 feet above sea level. There was 35 feet of snow on Mammoth Mountain in April, which might make skiing one of the extra attractions available at the time of the contest. The city of Bishop itself has a population of approximately 3000, with another 2000 in the immediate vicinity.

A practice period is being planned for contestants who arrive early. Towing facilities will be available from July 26th on. The spaciousness of the airport should make the take-off operations very flexible and capable of handling three simultaneous take-offs. A taxiway runs parallel to the long, wide main runway for its full length which will make this possible. It is long enough that the operation can be permanently based at its center with take-offs in either direction, depending on wind conditions. The airport will not be closed to transient traffic during the contest.

Many final decisions have been made with regard to the U.S. soaring team which SSA is sending to the 1958 World Soaring Championships in Leszno, Poland, June 15 - 29. Pilots, crews and sailplanes have been selected and transportation arranged.

First pilot is Stanley W. Smith, current U.S. National Soaring Champion and Gold C pilot with goal and distance diamonds. He will fly a Breguet 901 sailplane being rented from the French Aero Club. His crew chief will be Ray Parker, a Diamond C pilot.

Second pilot is Paul F. Bikle, technical director of the Air Force Flight Test Center at Edwards Air Force Base. Paul was runner up in the 1957 Nationals, is a Diamond C pilot and holder of many sailplane speed records. He will also fly a Breguet 901 sailplane being rented from France and have Jim Robinett, his long-time crew chief, acting in that capacity again.

Next pilot is Lyle A. Maxey, 1956 U.S. National Soaring Champion, Diamond C pilot and designer of the Jenny Mae wing. Lyle holds the current National records for goal and return of 310 miles and goal of 340 miles. He will be flying a Zugvogel being rented from a private owner in Germany. The owner will form part of the crew and is also providing his car. Lyle's crew chief is Irv Prue, noted designer and builder of high-performance sailplanes.

Our fourth pilot is to be Fritz Compton, an airline captain for Eastern and Gold C pilot with a distance diamond. Fritz will be our only entry in the Standard Class, flying a Mucha 100 sailplane being borrowed from the Polish Aero Club. He will have a driver and car also borrowed from Poland, although his crew chief will be John Nowak. The other three pilots will each be assigned a Polish mechanic who will form a part of their crews. Since each pilot is allowed only three crew members, only three more will come from the U.S. and they will be Dick Johnson, Fred Matteson and George Lambros.

Our official complement to Poland will be filled out by John Graves, team business manager, and John Aldrich, chief aviation fore-

caster for the U.S. Weather Bureau in Los Angeles, who will serve as team meteorologist.

Transportation to Germany for all U.S. members of the team is being provided by the U.S. Air Force and M.A.T.S.

There is no doubt that our team is a very strong one and can be expected to ably defend our World Championship. They need support, however, because their going is dependent upon sufficient funds being raised to finance the rental of equipment, insurance, transportation and living expenses. Contributions are the main source of support since no regular SSA funds will be used for this purpose. This is an appeal to YOU, as a reader of SOARING, SSA Member, and soaring enthusiast, to make a donation to this cause. If each of SOARING's 2000 readers gave \$4.00, the expected budget could easily be met. There is not much time left. The team is scheduled to leave on June 1st. Make your check or money order payable to The Soaring Society of America, Inc., and send it to Box 66071, Los Angeles 66, California. Do it now, while you're thinking of it! Remember, SSA is listed by the U.S. Internal Revenue Service as a non-profit corporation under Section 501 (c) (3) of the Internal Revenue Code, and contributions are deductible on Federal income tax returns. Contributors to date are listed below. Look for your name here next month.

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