

# 26th Annual U. S. National Soaring

FINAL STAND- ING	PILOT	HOME TOWN	SAILPLANE	JULY 2 64 MI. GOAL RACE TIME DAILY HRS. PTS.		JULY 3 108 MI. TRIANGLE TIME DAILY HRS. PTS.		CU- PTS.
1	Johnson, Richard H.	Arlington, Texas	Weihe	2.059	683 (8)	4.433	743 (7)	1426 (5)
2	Schreder, Richard E.	Toledo, Ohio	HP-8	2.739	646 (10)	3.165	1000 (1)	1646 (2)
3	Smith, A. J.	Tecumseh, Michigan	LO-150	1.333	1000 (1)	3.326	957 (2)	1957 (1)
4	Drew, Christopher M.	Park Forest, Ill.	Ka-6B	1.798	767 (7)	4.209	777 (4)	1544 (4)
5	Bikle, Paul F.	Lancaster, Calif.	1-23E	1.571	864 (2)	108 mi.	540 (13)	1404 (7)
6	Carris, Bernard M.	Big Flats, N.Y.	1-23H	1.695	807 (4)	4.382	750 (6)	1557 (3)
7	Schweizer, Paul A.	Elmira, N.Y.	1-29	44 mi.	311 (18)	4.527	729 (8)	1040 (13)
8	Sebek, Fritz	Miami, Florida	Ka-6BR	53 mi.	428 (14)	5.231	645 (11)	1073 (12)
9	Smith, Robert B.	Bay Shore, N.Y.	1-23G	2.516	654 (9)	4.303	762 (5)	1416 (6)
10	Compton, Francis B.	Miami, Florida	L-K	2.880	643 (11)	5.441	637 (12)	1280 (10)
11	Rehr, Louis S.	Lantana, Florida	1-23G	1.733	792 (6)	69 mi.	301 (21)	1093 (11)
12	Moeller, C. A.	Orange, Conn.	1-23G	—	—	4.761	699 (10)	699 (20)
13	Hoverman, William O.	Liverpool, N.Y.	1-23D	1.583	858 (3)	106 mi.	525 (15)	1383 (8)
14	Mix, Wolfram I.	Toronto, Canada	1-23D	1.728	795 (5)	108 mi.	540 (13)	1335 (9)
15	Coverdale, William H. Jr.	Waynesville, Ohio	Ka-6BR	40 mi.	259 (19)	105 mi.	522 (16)	781 (18)
16	Ryan, John D.	Scottsdale, Ariz.	1-23G	28 mi.	104 (27)	4.692	708 (9)	812 (16)
17	Kohls, Charles E.	Lincoln Park, Mich.	Ka-7	47 mi.	350 (15)	34 mi.	86 (26)	436 (23)
18	Johnson, David C.	Colorado Springs, Colo.	L-K	38 mi.	233 (23)	102 mi.	503 (17)	736 (19)
19	Bovenkerk, H. P. (Team)	Ballston Lake, N.Y.	—	—	—	3.512	911 (3)	911 (14)
20	Bundy, Francis P. (Team)	Scotia, N.Y.	1-23D	—	—	—	—	—
21	Straus, Bradford P.	New York, N.Y.	1-26	56 mi.	466 (13)	81 mi.	374 (20)	840 (15)
22	Riedel, Peter	Mercer Island, Wash.	LO-150	40 mi.	259 (19)	48 mi.	172 (23)	493 (24)
23	Miller, Delbert W.	Millersburg, Pa.	1-23	28 mi.	104 (27)	102 mi.	503 (17)	607 (22)
24	Christiansen, G. (Team)	New Castle, Del.	—	—	—	48 mi.	172 (23)	651
25	Zauner, Otto (Team)	Vineland, N.J.	1-26	57 mi.	479 (12)	—	—	—
26	Brown, Robert B.	Garland, Texas	Rebel	32 mi.	156 (24)	56 mi.	221 (22)	377 (25)
27	Derujinsky, Gleb Jr.	New York, N.Y.	1-23G	40 mi.	259 (19)	34 mi.	86 (26)	345 (26)
28	Coder, George E. Jr.	Arlington, Texas	Ka-6B	47 mi.	350 (15)	91 mi.	436 (19)	786 (17)
29	Bierens, John	Detroit, Mich.	Ka-7	—	—	34 mi.	86 (26)	86 (32)
30	Seymour, Edgar D.	Rochester, N.Y.	1-26	32 mi.	156 (24)	34 mi.	86 (26)	242 (29)
31	Ray, Claude G. (Team)	Dayton, Ohio	—	—	—	—	—	337 (27)
32	Sprague, Duane L. (Team)	Cincinnati, Ohio	1-26	46 mi.	337 (17)	—	—	—
33	Briggs, Walter F.	Clinton, N.Y.	1-26	—	—	47 mi.	166 (25)	166 (25)
34	Gertsen, Kai	Rochester, N.Y.	L-K	—	—	34 mi.	86 (26)	86 (32)
35	Trampenau, Howard	Elmira, N.Y.	L-K	40 mi.	259 (19)	—	—	259 (28)
36	Pfeiffer, Theodore	Ridgewood, N.Y.	L-K	21 mi.	13 (29)	—	—	13 (34)
37	Pfeiff, Robert L.	Patuxent, Md.	1-26	29 mi.	117 (26)	—	—	117 (31)
38	Darling, Dana	Greenfield, Mass.	L-K	—	—	—	—	—

that 6500 feet asl would be maximum attainable altitude. Good clouds would be scarce. Downwind were the Adirondack Mountains some 130 miles out.

Take-offs were selected starting at 1136. Lift was weak and sparse. The first five pilots returned. Then Dick Johnson, Fritz Sebek and Lew Rehr tied into a weak one and drifted out of sight. The next four came back. And so it went, only nine pilots able to get away on their first tow. Seventeen others were able to leave from their second tow, including Schreder, Schweizer and Coverdale. Seven had to take three tows, including Bikle and Bob Smith at about 1440. Bikle's first landing was off the Hill. The most pitiful sight was A. J. Smith, nursing a strep throat for the past few days, taking four tows before finally finding lift he could use at 1500. His first try landed a short distance away, also.

At first there was doubt again

that five would make 50 miles, the minimum requirement for a contest day. But gradually the calls came in from further out. Lew Rehr made 103 miles to near Utica, N.Y. Then four reported in from the Dolgeville, N.Y., area at about 130 miles; Schweizer, Carris, Bikle and Coverdale. Only four flights went further: Dick Johnson's 233 miles to Vergennes, Vt., on the far side of Lake Champlain for the 1000 points; Kit Drew in his Ka-6B, 205 miles to Grandville, N.Y., a Diamond goal flight; Fritz Sebek in his Ka-6BR, 204 miles to Whitehall, N.Y., and Connie Moeller in his 1-23G, 183 miles to Boyntonville, N.Y. A. J. Smith was able to go only 47 miles with his late start. His 127 points dropped him to third place in the final standings, 616 points back of Johnson's 4243 cumulative final score. Schreder had flown but 71 miles for 239 points to retain second place, 547 points off Johnson's pace.

Kit Drew's noteworthy flight jumped him from 8th to 4th place while Bikle was able to hold 5th with his 526 points.

Only 2433 miles were flown this day, for an average of 71 miles per flight. It was a day for reflection on the suitability of different types of sailplanes for the variable conditions that can be expected over the span of a competition period. Dick Johnson showed that consistent ability is what it takes and everyone is convinced that he is once again National Soaring Champion. There are disturbed, though good-natured, feelings that he has made it difficult to show that progress is being made in soaring when he wins with a sailplane of such "outmoded" design. Perhaps pilot ability counts for more than has been thought. Effort might well be spent on bringing the level of piloting techniques up to that attained in the fields of sailplane structural and aerodynamic design.