

LILIENTHAL MEDAL AWARDED TO RICHARD E. SCHREDER

Richard E. Schreder of Toledo, Ohio, was awarded the Lilienthal Medal of FAI, the soaring world's highest award, for the year 1959 at the recent FAI General Conference in Barcelona, Spain. The Medal is to reward a particularly remarkable sporting performance in soaring or for eminent services over a long period of time on behalf of soaring. It was given to Schreder for establishing three world soaring speed records for single-place sailplanes in an aircraft he designed and built himself. Other U.S. recipients of the Lilienthal Medal have been John

Richard E. Schreder, winner of the F.A.I. Lilienthal Medal for 1959. Here he is shown taping up his HP-8 sailplane just prior to making one of the three world soaring record speed flights during the 1959 Odessa Soaring Camp, for which he was awarded the Medal.

Photo: Terry White



Robinson, William S. Ivans, Jr., Dr. Joachim Kuettner and Dr. Paul B. MacCready, Jr.

STANDARD CLASS

(Concluded from page 12)

Standard Class sailplanes will be at least as great as that at Butzweiler. We must not forget that designers of the existing successful Standard Class sailplanes can make many improvements and achieve much better performance without a great deal of effort or cost. Development will advance and new prototypes will be built and all of this of course will result in greater approximations to the optimum solution and provide a wider choice for the future One-Design aircraft. It is far too soon for us to put any stop on development. Until we reach the final selection of a One-Design aircraft, we need a lot of time, a lot of preparation and a lot of hard work. It is hardly likely that it will be possible before the year 1968 to organize a successful and properly developed One-Design Championships.

It would be a good thing if C.V.-S.M. and OSTIV were to form a permanent committee which would study this whole problem for the future and at the same time would form an international jury for the Standard Class sailplane. OSTIV has already formed a permanent committee of international experts on airworthiness of Standard Class sail-

The SSA lapel emblem with screw-post or woman's pin back. \$1.00 each, tax included, from SSA, Box 66071, Los Angeles 66, Calif. All new full Members receive one free.



planes and has completed with success the first work on the subject. Only the closest collaboration by the best experts from various countries in the area of interest of C.V.S.M. and OSTIV can solve this problem and all its ancillary aspects. By such work one will be able to devise the optimum conditions for world-wide soaring and that means a lot of work and clear thinking and careful analysis and collection of the widest possible views and ideas. This new concept would then be quite easily agreed administratively, if it is worked on, on two fronts — scientific and sporting.

DIAMOND ALTITUDE

(Concluded from page 13)

feet I found most of the canopy covered with clear ice in a sort of mottled pattern that I could see through in spots. The upper surface of the wing had the same icing which was probably about 1/8 inch thick. There was no ice on the wing leading edges and the instruments had not been affected.

It was now after 1700 and for several reasons time to go home, not the least of which was the fact that I now first noticed the cold. A considerable amount of air was leaking into the cockpit and I was at somewhat of a disadvantage, having worn only shorts and a tee shirt because of temperatures at the ground of nearly 100 degrees. The cloud seemed to tower above me and I speculated that it might go to above 50,000 as had about a dozen of them I had checked a few days before in my Crusader. There was a very interesting series of thin stratus layers lying under the overhanging lifting side of the cloud, this area proved to give 300 fpm climb and suggested an interesting possibility for investigation on another day.

A long line of Cu stretched towards the west and it seemed wise to attempt to get back to the field while there was still a chance. While literally pushing the 1-26 towards the ground with the stick and occasional help from the spoilers a short section of rainbow appeared against my cloud which was now rapidly dissipating. As I flew east to the field and into the light rain another section of rainbow lit up on the other side of the nose. Then gradually the arcs lengthened and closed to a smaller radius until a full circular rainbow girded the sailplane's nose. An unforgettable epilogue to an unforgettable flight.

FLY WITH THE FLYING GEHRLEINS

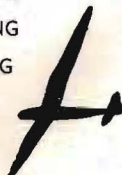
AT THE

THERMAL-G-RANCH GLIDERPORT

RD4 HAMOT RD., WATERFORD, PA.



- INSTRUCTION
- PASSENGER RIDES
- LINK TRAINER
- WINCH TOWS
- HANGAR, TIE DOWNS
- SCHWEIZER DEALER
- DORMITORY & FAMILY CABINS
- SWIMMING, FISHING, BOATING
- RESTAURANT, HOME COOKING
- CHILDREN'S PLAYGROUND
- SCHOOL OF HORSEMANSHIP
- TRAIL RIDES



ERIE, TE 3-5123 PRICES ON REQUEST ERIE, UN 6-1131