

the lodge and rocked the control stick from side to side to make the metal wings "oil can" and bring some witnesses running, pulled up and touched down at 6:33 P.M. (7:33 local time), 8 hrs. and 28 min. after take off and 328 miles from Wenatchee (via Kellogg) or 318 miles airline distance. Mr. Elliot, genial proprietor of Rock Creek Lodge, brought his car to help move the ship to the tie down area and advised me that I had landed on Elliot field, a recently completed Montana State Aeronautics Board emergency strip, too new to show on the sectional charts. And where had Fisher been all this time? He had flown to Coeur d'Alene, disliked what he saw ahead, and turned back.

After slaking my thirst and consuming a T-bone steak, I reflected on the lessons one might draw from the flight. Obviously the true heroes had been the superb 1-21 (which got there despite the pilot's mistakes and fully justified the Schweizer theory of total performance) and my wife, Elisabeth, who arrived at 2 A.M. the next morning with the trailer for the 400-mile drive back to Wenatchee. The flight showed again that long distances can often be made under fairly mediocre conditions and also that one shouldn't give up too soon. A similar flight should be possible almost anywhere in the United States.

A few weeks later a friend and I were winging east over this same

route via Northwest Airlines and I had to agree, as we surveyed the mountains and forest below, that anyone who would fly a glider over this country has rocks in his head! If one lives in Washington, it is probably easier, and certainly less nerve racking, to make Diamond Distance by a triangle flight over the Basin than by crossing the rugged, forested Bitter-roots. But if anyone wants to try this route, the scenery is superb and Elliot field and Rock Creek Lodge are certainly pleasant places to aim for!

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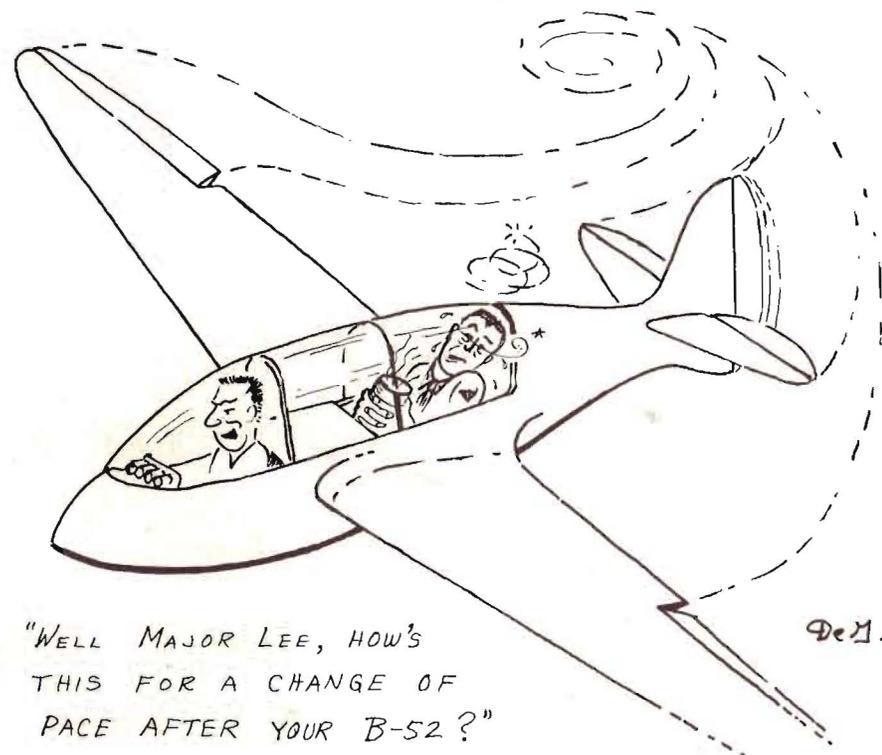
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