

NATIONALS NOTES

by BEAUMONT COOLEY, *Contest Director*

The Llano Estacado, or high plains, of West Texas long has been known to possess excellent soaring conditions with abundant landing sites. Odessa at the southern extremity of the Llano is ideally located as the prevailing southerly winds form a fairway along which the sailplane pilot can expect super soaring conditions, excellent landing sites and up to 20 mph of steady drift. The 27th Annual U.S. National Soaring Championships in Odessa this summer will climax 20 years of soaring experiments, exhibitions, gypsy tours and record camps in West Texas investigating soaring conditions.

This year's host to the Nationals is the Odessa Chuck Wagon Gang, an organization of Odessa business and professional men who pay for the privilege of promoting the city of Odessa. Those who attended the 1950, 1952 and 1959 soaring camps still remember the "Gang's" delicious barbecue and congenial hospitality. This same friendly atmosphere will be the order of each day during this summer's contest.

The 27th Nationals will be similar to the past two Nationals in that the competition phase of the meet will be the responsibility of the Soaring Society of America. SSA has appointed Oats Schwarzenberger to act as the Competition Director, and it will be his duty to interpret and enforce this year's rules, to assign all tasks and, in general, see that the competition goes smoothly and equitably.

The remaining parts of the Nationals will be directed by the Odessa Chuck Wagon Gang. The author has undertaken to assist the "Gang" by acting as Contest Director and he will be ably seconded by numerous others all of whom will be experienced in competition soaring. The table shows the organization of this year's contest and those people who have committed themselves for ten days of grueling but not unpleasant work. As can be seen there are still a few slots open for anyone who is coming to the meet as an observer and would like to help out. Contact the author for an assignment.

The site of the 1960 Nationals will be the Ector County Airport about four miles north of downtown Odes.

sa on the Andrews Highway, U.S. 385. Ector County has one of the most active small airports in the southwest with more than eighty privately owned business aircraft permanently based on the field. The large number of power aircraft makes it impractical to close the airport during sailplane operations so special precautions and rules will be in effect for the contest.

The FAA will man a tower for the control of power ships, and sailplanes will be required to use right traffic as opposed to left traffic for power craft. Sailplane landings will be on a 1200' x 400' graded and rolled dirt area between the north-south taxiway, and a separate 1200' landing strip will be provided for tow planes. Two take-off lines probably will be utilized.

Headquarters for the contest will be at Parker Airpark which is contiguous to the north boundary of the

Ector County Airport and consists of thirty-two T-hangars on a black topped area connected to the airport by a paved taxi-way. This area is normally unattended. Unfortunately, hangar space for sailplanes will be non-existent, but there will be adequate tie downs. Bring your own ropes.

The span of the contest will be from Tuesday, August 2nd through Thursday, August 11th with eight flying days planned. Six of these days are planned as tasks and two should be open. Rest or no-contest days will normally follow each of the open days. Saturday, August 6th is scheduled for one open day and the other will be selected by the Competition Director and his staff according to the weather. There will be an airshow on Sunday, August 7th, put together by the Texas Soaring Association. This airshow will be separate from the soaring competition; however, should any of the competing pilots wish to participate their help will be greatly appreciated.

Towing will be available from July 5th on, for those who can get

TABLE OF ORGANIZATION

27th ANNUAL U.S. NATIONAL SOARING CHAMPIONSHIPS

Ector County Airport, Odessa, Texas, Aug. 2-11, 1960

Sanctioned by The Soaring Society of America, Inc.

I. Contest Sponsor — Odessa Chuck Wagon Gang

II. Contest Director — Beaumont Cooley

A. Assistant Contest Director — Alvin Parker

B. Operations — Phil Easley

1. Starter —

a. Assistant Starter —

2. Chief Tow Pilot — Ken Jacobs, TSA Waco

a. Tow Pilot — Mark Bates, Parker BT-13

Others needed for the Parker L-19, Johnson Super Cub, Callen Super Cub, Falconi PT-23, and Austin L-5.

3. Air Traffic Control — FAA

C. Communications — Terry White

1. Telephone Watch (3) —

2. Publicity — Carrol Davidson

III. Competition Director — Othmar Schwarzenberger

A. Scorer —

1. Assistant Scorer —

B. Timer — Al Backstrom

1. Assistant Timers (2) —

C. Turn Point Observers (3) —

D. Meteorology — Ted Lange