



Mr. Philip Wills brought his Slingsby Skylark 3F sailplane, reputation and hat from England to place fourth in the contest.



Runner-up in the contest was Bernie Carris flying the RJ-5, now owned by Brad Straus. Large dive brakes have been added.

Zauner had to leave good lift at sunset in order to land before dark after covering 298 miles. All together, 8,206 miles were flown this day.

Thursday, August 4th Third Contest Day

The success of the previous day's task led the Contest Committee to set a similar one for this day, 169.25 mi. ENE to Arledge Airport at Stamford, Texas, and back on a line through the starting point as far as possible. Weather conditions were the same as Wednesday, a strong crosswind and good thermals. This time six pilots exceeded 300 miles and 22 others more than 200. Only one failed to make the turn point and he by only a few miles. Urging them on was a possible new world goal and return record for the first to land back at Odessa. Schreder claimed it after completing the 338.5 mile trip with a little altitude to spare. A. J. Smith also made it, one hour later with enough altitude to go on but decided to land at the airport to share first place for the day. Runners-up were Wills and Carris at 320 miles; Diamond C distance for Carris. Wills had lost 3000 feet over the turn point with camera trouble, all he needed later to make it back to Odessa for a British G & R record. Two days in a row he had made Diamond distance. In his words, it was getting to be "such a bore," but he termed the task a magnificent one.

On this day, 8,608 miles were flown bringing the total to 20,910. After three days, 19 pilots were within 1000 points of Schreder's perfect 3000.

Friday, August 5th Fourth Contest Day

Back to a speed task this day, a 127 mile goal and return race with Lamesa Airport to the NNE as the turn point. The same brisk SSE wind was a hinderance but 27 of the 33 who tried finished. Schreder, dubbed the "Toledo Tornado" by E. J. Reeves in the Daily Bulletins for the contest, garnered his usual 1000 points with 52.0 mph. Carris was a close second with 49.8 and Drew third with 43.8 mph. The gap was widening between Schreder and most of the others. Jensen had a navigation problem and was one of the four who did not complete the task, landing so far off course at Hobbs, N.M., he received no points.

John Williams reported a last minute save which made his flight "routine." He was turning final at 200 feet with the spoilers open for a premature landing when a thermal was encountered which took him up to 10,000 feet.

Gleb Derujinsky must have calculated his altitude to glide in very precisely for he made a long, straight in approach with very little to spare over the finish line.

Saturday, August 6th Fifth Contest Day

This day's event was another speed task, a flat 117.25 mile triangular course with Kermit (42 mi. W) and Midland Air Park (18 mi. ENE) as turn points. Conditions were unchanged, same strong crosswind. Nevertheless, all but one completed the task. Schreder again leading the pack with 52.0 mph. Carris was right on his heels with 51.2 mph for 986

points, Coder third with 50.2, Smith fourth with 49.9 and Drew fifth with 49.4.

Coverdale's slower time of 38.3 mph was explained away by some with the possibility that he may have forgotten to remove the wing covers from his Ka-6BR before taking off.

Al Wilson from Seattle, Wash., made a non-contest Gold C distance flight in a Weihe to qualify for entry, as had Leonard Pratt from Hurst, Texas, in a P-R on the preceding day. They got to compete on the last two contest days.

Evening recreation was in the form of hangar flying around the pool at the recently opened Western (Joe Lincoln's lisp made it sound like "Blistering") Sands Motel near the airport. This was a favorite gathering spot in off hours since the majority of contestants, crews and officials were lodged there.

Sunday, August 7th Air Show

Scheduled as a rest day, an all sailplane air show was put on by the competitors for the public. Dick Schreder's HP-8 suffered some damage to the empennage and aft fuselage on the flight he made which took time into the night to repair.

Monday, August 8th Sixth Contest Day

The fetters were off, a free distance day was declared. The pilots had some meteorological problems to face, described by met. man Ted Lange as a slowly advancing cold front about 280 miles downwind to the north.

At the pilots' meeting, Schreder