



Top contender again was A. J. Smith in his LO-150, placing third. He matched Schreder's new 338.5 mi. G & R record on the third day.



Main attraction of the contest was Len Niemi's Sisu I flown by George Coder of Arlington, Texas, to seventh place. Wheel retracts.

made public his appreciation for the help given him by other competitors enabling him to fly that day, saying he didn't know how to thank them. A. J. Smith gave him a suggestion, "By not flying."

The field split about evenly, half veering crosswind to the right, the others bearing left over the higher ground, hoping to avoid the forecast thunderstorms.

It was late before landing reports began to come in to communications chief Terry White and his assistants, Mrs. Charles Schmid and Mrs. Ken Jacobs, and very late before the last pilot managed to reach a phone. Don Roberts, chief cartographer, posted named pins on a map at reported landing places and elaborated details for each pilot on nearby cards.

Schreder's perfect score was ruined by 55 points as Carris won top honors with 310 miles to the northeast. Wills was nearby with 294 as were Schreder and Smith with 293. To the NNW, Allemann set the pace with 291 while Dave Johnson, flying two-place in his L-K, had 282 and Ivans 275. Twenty-eight pilots had exceeded 200 miles and five others were between 160 and 200; 8,117 total for the day.

Kit Drew in his Ka-6B placed fifth in the final standings but received an award for the best score by an OSTIV Standard Class sailplane.

Wills had the unfortunate luck to have a horse crunch a rudder rib and some wing fabric on his Skylark 3F as it lay in pieces awaiting the crew. Repairs were effected in time for him to fly on the next and last contest day.

Ivans had a story to tell. He landed as a thunderstorm hit, sat in the cockpit two hours waiting out the rain, stepped out into a half foot of water, walked four miles along a road of ankle deep mud, got a ride in a Microbus one mile until it got stuck, rode on a tractor another ten miles to a phone that had been knocked out by the storm, and finally got a car ride another 22 miles to the next phone.

### Tuesday, August 9th Rest Day

This was a no contest day to permit leisurely retrieves since the flights on Monday had exceeded 200 miles. A thunderstorm rain squall hit the Ector County Airport in the afternoon, unfortunately tearing loose from its moorings Al Parker's 2-22C. It suffered severe damage. Three of the four outhouses were blown over, also.

In the evening, the Chuck Wagon

Gang put on a free barbecue in a city park for everyone connected with the contest. Lon Hardin, the Gang's business manager, made the people welcome and then those of the Gang who served the meal were introduced. Afterwards, John Ryan showed slides from his recent trip to Europe as crew for Dick Schreder at the World Soaring Championships.

### Wednesday, August 10th No Contest Day

The unseasonal cold front had moved south to the Odessa area and there was much cloudiness. Othmar ("Oats") Schwarzenberger, the Competition Director, described it as marvelous British soaring weather and announced that it would be a free distance day. Allemann made the first take-off at 1100 as a storm cell was approaching from the east. Shortly thereafter, a report of a funnel cloud near the storm prompted Oats to suspend operations and declare it a no contest day. A towplane was sent to fetch Allemann back and everything was tied down for the expected blow that turned out to be no more than intermittent rain for the rest of the day.

(Continued on page 14)



Philip Wills at the awards banquet expresses appreciation for the Texas hat given him "because it looked like he needed a new hat."