

# NATIONALS NOTES

by BEAUMONT COOLEY, *Contest Director*

Plans for the 27th Annual U.S. National Soaring Championships in Odessa, Texas, August 2nd through 11th are well underway and activity toward fulfillment is approaching a feverous pitch. Personnel have been recruited, tow ships are committed and work is being conducted on the Ector County Airport, grading and rolling the spectator area and sailplane landing mat. The Odessa Chuck Wagon Gang, this year's congenial host, is working hard at the many menial tasks to be completed to assure this year's Nationals to be one of the finest ever. All we need now is cooperation from the weather, and, in Odessa, this can be had.

A problem has arisen to do with housing accommodations while in Odessa. In the last issue of *Soaring* the Hotel Lincoln was recommended as the off-airport headquarters. However, we have been experiencing some difficulty this year in obtaining the special rates at the Lincoln that prevailed during last year's Soaring Camp, so we are now recommending housing at the Antlers Motel, 1102 West 2nd St. (Hiway 80 West), in Odessa. The Antlers have 50 modern units, tile baths, refrigerated air, radio, TV, swimming pool with life guard and swimming instructor, etc., etc., etc., and last, but not least, a special reduced rate for glider enthusiasts. Rates are as follows:

Single . . . \$5.00 and \$6.00  
Double (Single bed) \$6.00 and \$7.00  
Double (Twin bed) . . . \$7.00  
Room 2 double beds  
for 4 people . . . \$9.00  
Suite for 4 people . . . \$9.50  
Suite for 6 people . . . \$12.50  
Apt. 3 rooms and bath \$7.50 to \$12.  
By the week . . . \$50.00  
Rollway beds added extra.

For those who have made reservations at the Lincoln, but wish to take advantage of the Antlers' rates, please cancel with the Lincoln and contact the Antlers Motel. First come first serve.

Arrangements have been made for a contest bulletin to be mailed daily to those who do not attend the Nationals this year. To receive this poop sheet send \$1.00 U.S. or Confederate to the author, Box 1660, Midland, Texas. If you do not have a dollar and will admit it we will send the bulletin for free.

Late word for contestants is please plan to fly with adequate water, tie downs and broad brim (Texas style suh!) hat. If June weather is indicative of the contest conditions things really should be popping by August. We already have had a 110° temperature in the area in which contestants will be flying.

These suggestions and little pearls of wisdom should about wrap it up until contest time. See you in Odessa.

Dean Reynolds took the field manager Bob Gilbride for a ride in the Motorless Flight Associates' L-K. Joe Robertson and others were just ready to be towed aloft in an attempt to reach the 'lennies' when the towplane was nosed over by the strong wind, and had its propeller damaged. This ended the day's soaring except for Chase and Turner, who were flying the Portland L-K at the time. They made it to 8900' (cloud base). Fortunately a new prop was all that was required to put the towplane back in flying condition, but it was agreed that the wind was too gusty for further activity.

The scores were calculated using the 1960 Nationals' system (based on only 10 competing ships). These scores were divided by the square root of the aspect ratio of the sailplane in question and readjusted to the 1000 point basis. This system gives the L-26 perhaps somewhat of an advantage, but it did give the

lower performance ships a chance to win.

The first place trophy, which Moore won, was a beautiful hammered copper plaque with a chess board on the reverse side. It was made and donated by Walt Parker of LaGrande, Ore. A special award of thanks was given to the field manager, Bob Gilbride who, with his wife, did so much to make the contest a success. Tow pilots Bob Kruse, Al Gregg, Joe Robertson, Tom Davis, and Bob Joppa in the Seattle Glider Council towplanes also deserve a vote of thanks.

In spite of the difficulties on the final day, over 55 flights were made; with an average flight time of one hour. Three C badges, one Silver C distance, and two Silver C altitude legs were completed. All contestants were given "THE ORDER OF THE DESERT RAT" certificates for participating as "pilots who would rather soar than come in out of the sun!"

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The purpose of this booklet is to describe American soaring and answer the initial questions of those whose curiosity in this sport has been aroused. It features:

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