

NATIONALS NOTES

by MARSHALL CLAYBOURN, Contest Manager

Contest time is only 41 days away as this is being written and will likely be less than 30 by the time you read this. A few final comments may be of interest to aid in your final planning, to re-emphasize some of the local rules and pass on some of the latest developments.

A number of requests have been received inquiring as to which motel is recommended. Betty McNay has done a tremendous amount of work on the contest and among this work has been a visit to most of the motels in the airport area to size up their facilities. The Branding Iron and the Western Holiday both are equipped with a restaurant and a swimming pool and are convenient to the airport, so they would seem to be the most desirable. Also near by is the Sands (pool but no restaurant) and the Airline (restaurant but no pool).

Again, it should be emphasized that *no pre-contest flying will be done on the Municipal Airport*. We are welcome on the airport for contest flying but the use of airport was granted based on the understanding that all pilots flying there would have the "Silver C with Gold C Distance Leg" requirement accomplished and that the flights would be limited to actual contest flights. Also, it would obviously not be fair to allow part of the contestants to fly off the contest site and restrict others, who are attempting to qualify, to some outlying field. Hence, the decision by the airport owners to restrict the sailplane flying to only contest flying was accepted by KSA. Other airports are available in the Wichita area and the air near them is, after all, quite similar to that near the Municipal Airport, so this requirement should work no undue hardship on anyone. As mentioned, arrangements have been made to have tow planes available at Strother Field, south of Wichita, which can handle all the pre-contest flying.

Inquiries regarding hangar space have been received. There is not available a hangar for all sailplanes. The facilities at Municipal are excellent but, since the airport is properly administered, there is not a large surplus of hangar space available. A great number of aircraft are tied down outside, some by choice. There is a remote possibility you might arrange for hangar space pro-

vided you are lucky enough to find a vacancy created by some reason or another, such as someone being on a trip. Arrangements will be left to individuals. You should address your inquiries to (1) Yingling Aircraft Company, (2) United Airplane Sales or (3) Flournoy Flying Service, all at the Municipal Airport, Wichita, Kansas. Like all previous contests the majority of the sailplanes will, of necessity, be stored outside. The best solution, it would seem, would be to have an enclosed trailer since the absence of hangar facilities will almost surely prevail at all future Nationals in the foreseeable future. Come prepared to adequately tie down your equipment.

The foul line to the east is an inconvenience. Nevertheless it is there and the rule about crossing it will be enforced without fear or favor. Such restricted areas are not uncommon, even in World Competitions. As much as I abhor restrictive regulations, some must exist, and this is one with which we will have to live. Even so, we are only requiring avoidance of an area roughly 5 miles in radius over approximately a half a circle. Pilots qualified to compete in the Nationals are surely skillful enough to avoid running afoul of this restricted area.

The foregoing covers areas of discussion and discontent. There has been a little adverse and much favorable comment on the facilities. We are aware of their limitations but make no apologies for them in view of the other advantages they offer. It is the intent of the foregoing to attempt to inform you of some of the restrictions which you must plan to encounter during the contest.

Now to some of the lighter sides of the contest. We plan to erect flag poles for your state flags. Plan with others from your state to bring your state, or province, flag. Be sure someone in your group does this, preferably you.

You will be delighted to know that great Texan and soaring personality, E. J. Reeves, will be the SSA Competition Director. Indications are that Helen Navoy and Betty Reynolds will again be scorers this year. Mr. Ted Lange has agreed to serve as the Contest Meteorologist provided arrangements can be made

with the U.S. Weather Bureau. We are attempting to make those arrangements. The presence of these seasoned veterans insures that the technical aspects of the contest will be well in hand.

A daily bulletin will be prepared. We are attempting to recruit Jon Carsey to edit this paper. However, failing that, we will saddle someone with this impossible task. You can receive these daily bulletins by sending 8, self-addressed, stamped envelopes and one dollar (1.00) to Kansas Soaring Assn., 8034 Levitt, Wichita 7, Kansas. Pick your own postage; have it returned via special delivery, air mail, first class, third class, pony express, or what have you.

It is expected there will be at least 45 contestants. The list of those who have written saying they will attend reads like a who's-who of soaring. The weather in Kansas has been a bit wet this year; the rainfall is almost an inch above normal. The weather can produce real booming days or ones which will try the most skilled. The top of the heap should prove to be a very slippery spot this year.

I have saved for last what I think is the best news. Cessna Aircraft Company will furnish six 1961 Model 175's for tow planes. This aircraft is powered with a 175 H.P. geared Continental engine. They will be flown by KSA members who are also employees of Cessna. These tow pilots are also sailplane pilots, with varying amounts of soaring experience. For the first time at a National contest, we have a group of tugs in A-1 condition, all flown by pilots with soaring experience, and offering every contestant the same tow capabilities.

KSA is looking forward to seeing old friends again and to making new acquaintances. We hope you will be able to make the contest.

INDEXES AVAILABLE

A limited number of mimeographed indexes to *Soaring* magazines for certain years are available to those who might wish to know more of the contents of relevant issues before ordering them, or to those who have all the issues. The years covered are 1950 through 1958, the first four bound together, the last four separate. Back issues unavailable for these years are listed on page 21 so please do not request indexes for which you have no need. While they last, from SSA, Box 66071, Los Angeles 66, Calif.