



Photo by Henry M. Dittmer

The new U.S. National Soaring Champion, A. J. Smith, an architect from Tecumseh, Mich., shortly after take-off in his all-wood, German-built LO-150 sailplane.



Photo by Rose Marie Licher

Bill Ivans in the big Skylark 3D owned by Jim Klein which Bill flew to second place. Bill said it practically wagged its tail at some of the marginal soaring conditions it encountered.

between a national contest and airline activity on the same field is definitely possible, though not especially desirable."

Credit for the success of one of the smoothest and best run contests can be attributed to the leadership of both H. Marshall Claybourn, the Contest Manager and KSA representative, and E. J. Reeves of Dallas, Texas, the Competition Director and S.S.A. representative. Towing operations were regarded as superior to any previous contest, thanks to the volunteered services of Cessna pilots and aircraft. Turn-point identification was greatly improved by the utilization of photographs of the turn points indicating the locations of the symbols and making these photographs available to the pilots at the pre-flight briefings.

Of the ten possible contest days (1-10 August), poor weather conditions resulted in four days' efforts being declared no-contest. Another day was proclaimed a rest day (day after a free distance task in which 200 miles is exceeded by at least one contestant) leaving five hotly contested days by which the new champion was judged. The tasks for these days are outlined and shown in Figure 1.

A daily report of activities follows:

July 31st—Registration

Contestants were arriving, registering, and getting settled, but not without some mishaps. Ed McClanahan suffered damage to the vertical fin of his 1-23H which ripped through the KSA banner at the entrance gate, while trailering into the airport. The damage was repaired at the maintenance facilities made available to pilots and crews by Dave Blanton. Lyle Maxey took advantage of these to replace the Orlik

windshield . . . Everyone at the Nationals was saddened when reports came in of the serious auto accident of Bob Smith and his crew. Bob's father, who was driving, was killed when a car going the wrong way on a dual highway collided head-on into them near Kansas City. Fortunately, Bob and his crew were not seriously hurt . . . Practice flights took place from a field 30 miles south of Wichita because the Municipal Airport was closed to all sailplane traffic other than official contest flights. George Coder arrived at Wichita by air in his Ka-6BR, completing his Diamond distance from Grand Prairie, Texas, but, noticing no sailplane activity on the Municipal Airport, turned around and landed at the practice field to the south. . . The pre-contest pilots' meeting took place that night at the KG&E building in downtown Wichita. The contest officials were introduced as were the contestants. The rules were clarified. Field operations were carefully explained and boundary lines were delineated so that no infraction of the FAA rulings might occur while

operating from an active airport. The trophies and awards were also announced as well as being on display at the meeting.

Aug. 1st—1st Contest Day

Pilots meeting took place at 9:30 A.M. in the big tent at the field. E. J. Reeves, the Competition Director, announced the task as a goal and return race with Pratt, Kansas, 71 miles due west, as the turn point. Ted Lange, the meteorologist from the U. S. Weather Bureau at Ft. Worth, Texas, and Gordon Wylie from the Weather Bureau at Wichita presented the weather information which promised sub-average conditions. A stationary front that had lingered to the west was causing high cirrus clouds to all but cover the area, reducing the temperature, delaying thermal generation, and reducing possible thermal strength. Ther-

