



Photos by E. J. Reeves

A panorama around part of the tent during one of the pilots' meetings: 1, Jack Devins; 2, John Boone; 3, Mrs. Elisabeth Moore; 4, Dick Johnson; 5, Bob Moore; 6, Mrs. Helen Thomson; 7, Graham Thomson; 8, Mrs. Sebek; 9, Fritz Sebek; 10, Lyle Maxey; 11, Ed McClanahan; 12, Dick Schreder; 13, Bill Coverdale; 14, Paul Pallmer; 15, Ed Butts; 16, John Ryan; 17, Paul Schweizer; 18, John Randall; 19, Joe Emons; 20, A. J. Smith; 21, Gale Abels; 22, Dean Svec; 23, Paul "WWV" Wilson, Chief Timer; and 24, John Bierens.

mals were predicted for 12:30 and to reach maximum strength by 3:30. Wind was from the south-southwest at 15 to 25 knots. The pilots drew for take-off positions with Julian Audette, our visitor from Regina, Saskatchewan, Canada, winning first choice and selecting 12:16. Take-offs were listed at two-minute intervals. Thirty-six ships making 39 launches (3 pilots required a second start) became airborne in one hour, 15 minutes, and 20 seconds, attesting to the expeditious handling of the take-off and towing operations by the Cessna pilots/aircraft and contest ground officials. Sixteen of the 36 pilots completed the task with Dick Schreder turning in the best performance with an average speed of 35.5 mph for the 142.4 miles. Eleven pilots earned over 800 points, each. The speeds and scores of the best five were as follows:

1. Schreder (HP-10) 35.51000
2. Bikle (Prue Standard) 32.9.. 935
3. Allemann (Ka-6CR) 32.5..... 925
4. Thomson (Ka-6CR) 29.9 859
5. Ivans (Skylark 3D) 29.8 857

Although A. J. Smith placed 11th for this day's task, he earned 812

points for accomplishing the task at an average speed of 28.1 mph.

Aug. 2nd—No Contest Day

Two visiting, former, National Soaring Champions were introduced at the pilots' meeting. Al Hastings, the second National Champion, circa 1930-31, and Emil Lehecka, 1938, joined the three competing ex-champs (Dick Johnson, Lyle Maxey, and Dick Schreder) for publicity shots and exchange of stories.

The task for this day was a triangular speed run to Anthony, 48.2 miles to the southwest, then northerly 63+ miles to Hutchinson, and then back southwest 36.7 miles to home base for a total of 148.1 miles. Met. men, Lange and Wylie, promised only marginal conditions with thermal activity strictly spotty throughout the course. The poor conditions were due to the front which had moved east to place Wichita in the midst of the frontal zone. High clouds provided a complete overcast with a lower layer of strato-cu making an interesting pattern but providing little or nothing to use for lift. Take-offs began at 12:30 with Dick Johnson and the Adastra and

were completed one hour, two minutes later. Conditions proved to be even weaker than were expected and by 2:30 most of the pilots were reported down at or in the vicinity of Anthony. Since no contestants reached or exceeded 100 kilometers (62.14 miles) and a minimum of five were required to attain this distance for it to be a contest day, the day was declared no contest. Bikle and Allemann glided 2 miles beyond he first turn point, Anthony, in a fruitless effort to better the distances of the half dozen or so pilots who landed at the Anthony Airport.

Aug. 3rd—No Contest Day

The Task was announced as free distance—an open day. The weather was more of the same with dense overcast and strato-cu changed to stratus. A light rain had fallen during the night and threatened to recur. Met. man Lange pointed out that Wichita was in an area of convergence with a warm flow from the south and a slightly cooler flow from the north and a very flat pressure gradient throughout the area resulting in almost complete stagnation. The pilots were hard put deciding which direction and take-off time

Rudy Allemann pulling his Ka-6CR sailplane up on the flight line. He placed third in the final standings.

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The all-metal Prue Standard sailplane with Paul Bikle at the controls and his son John at the wing tip on one of those overcast days. Paul was number four man and his performance in the ship no doubt contributed toward Irv Prue's decision to get it type certificated and in production.

Photo by Rose Marie Licher

