



Photo by E. J. Reeves

Most of the rest of the tent: 1, Otto Zauner; 2, Bill Ivans; 3, Julien Audette; 4, Gordon Wheeler; 5, Miles Coverdale; 6, Gable Ray; 7, Don Coder; 8, Bernie Carris; 9, George Coder; 10, Bill Coverdale (again?); 11, Paul Bikle; 12, Leonard Pratt; 13, Mrs. Pratt; 14, H. W. Jensen; 15, Mrs. Jensen; 16, Kit Drew; 17, Harold Drew; 18, Mrs. Drew; 19, Mrs. Allemann; 20, Rudy Allemann; 21, Norman Jacobshagen, P. A. announcer; 22, Mickey Jensen; 23, Bob Litle; 24, Betty Jeanne Reynolds, Scorer; 25, Bob Brown; 26, Charlie Yeates; 27, Mrs. Yeates; 28, Helen Novoy, Scorer; 29, Lloyd Licher; 30, Mrs. Rose Marie Licher; 31, Harland Ross; 32, Chuck Schmid; and 33, Dave Johnson.

was most propitious for a successful flight. If the same Chinese fortune cookies that E. J. had used in deciding the task were available to the pilots, they would have been sold at a premium. The weather at starting time appeared very ominous. Most pilots took several tows, failing to get away. Sailplanes were going up and down like yo-yos. The real contest took place at the starting line where the pilots were maneuvering their take-off-time cards like the pros from Las Vegas. Both contestants and spectators were witnesses to unusual cloud conditions. Some rare, well-formed, dark mammato-cumulus scudded by during the take-off hassle, creating only a minor stir in the mayhem, even though this unstable condition is often associated with tornadic masses. Ten pilots eventually did succeed in leaving the environs of the field. They travelled south and southwest, most landing from 8 to 36 miles away. Bill Coverdale made the spectacular flight of the day. In his Schleicher "training ship," the Ka-8B, he managed to stay aloft for 87 miles, landing in Enid, Oklahoma, to the south. His was the only flight to exceed 100 kilometers but under the rules counted for no

score, although he won an ovation from his colleagues at the next day's pilots' meeting.

#### Aug. 4th—2nd Contest Day

Friday's task was like the old refrain: Anthony/Hutchinson/Wichita—triangular speed task. Same as August 2nd. The weather pronouncement verified the departure of the weak, humid conditions which had prevailed the past two days. An unusual, dense ground fog had burned off early and revealed a clear, promising, blue sky. Low thermal activity was predicted for early afternoon, increasing in height as the day progressed, and there would be few clouds to indicate lift areas.

The launchings were accomplished between 12:12 and 1:22. By mid-afternoon it became obvious that the weather conditions had deteriorated south of Hutchinson where damp ground caused the demise of most of the flights. Late afternoon reports indicated that no one had completed the task, although all pilots had flown at least 100 kilometers (62.14 mi.). Bob Litle, the one pilot who was not competing that day, was repairing the damage to his BG-12A, caused by a somewhat notorious

landing roll-out into a buffalo wallow two days before.

The 1000 points for the longest distance flown that day went to Bernie Carris flying the RJ-5—126.5 miles. The next four best flights for the day were within 6 miles and 50 points of Carris; Gale Abels (Skylark 3F), 125.4 mi.; Bill Ivans (Skylark 3D), 121.8 mi.; Fritz Sebek (Ka-6BR), 121.4 mi.; and A. J. Smith (LO-150), 120.3 mi. Dick Schreder, who had placed eighth for the day's task, at 118.4 miles, earned 936 points to maintain his 1st place cumulative standing with a score of 1936 points; Abels was 2nd with 1836, and Ivans 3rd with 1820.

Several pilots had interesting stories to relate concerning their landing locations, the most humorous ones concerning the three who landed in the vicinity of Yoder, where an active Brethren (Mennonite) colony exists. The two Johns, Ryan and Bierens, landed adjacent to each other in this area. John Ryan's crew, being dutiful and well-organized, were there ready to serve refreshments in the old familiar cans. You can well imagine the crowds that quickly congregated, and then just as swiftly dispersed when cans of cool beer were offered by-standers. We presume that there is a small group of

John Ryan in the Sisu 1 gets hooked up by Jim Rhine, starter. John made the longest flight of the contest, 333.2 miles, which put him in first place for one day.

Photo by Rose Marie Licher



Dick Schreder ready to roll in his HP-10 with son Tab at the tip. He won two of the five contest days and led after the fourth but did not complete the last task.

Photo by Rose Marie Licher

