



Photo by Rose Marie Licher

The Briegleb BG-12C just built by Gordon Wheeler and flown by Gable Ray in the contest. Dive brakes replace flaps of A model.

Photo by E. J. Reeves

Miles Coverdale supervises Mrs. Sebek moving a wing tip over the tail of the Ka-8B as brother Bill gets the cockpit ready. Bill made remarkable flights on most of the no contest days when conditions were weak.

people in a small town in Kansas who still talk and preach about the evil men who descended upon them from the heavens, crashed into their fields, and proceeded to engage in wicked revelry. Otto Zauner, on the other hand, also landed in this area, unbeknownst to the other two. His adventure consisted of a fervid search for a telephone—in the land where telephones are strictly forbidden. He reports that he walked more than five miles in various directions, to no avail. He had walked so many different ways that when someone was kind enough to pick him up, he had lost track of where his sailplane was parked. Considerable difficulty was experienced in finally locating the ship; darkness also added to his problem. He did succeed, however, and was back at Wichita only a few minutes shy of the witching hour. This was unfortunate since it was the night of the Watermelon Party, and a juicy and successful one it was, hosted by the sponsoring groups and held at the Riverside Park near the zoo.

Aug. 5th—No Contest Day

The no-contest days were fast outnumbering the contest days, three to two. Early risers on Saturday reported seeing "a cloud pattern as beautiful and possibly more spectacular than any sunset"—a pot-pourri of many kinds of clouds,

stratus in normal horizontal position, stratus sloping about 60°, fracto-stratus or fracto-cumulus, cumulus, cirrus, almost the complete spectrum of clouds, with the near sides shaded in deep, dark areas and the borders lightened with the sun's rays bursting through every opening "as if to announce its defiance and its determination to obliterate the offenders." The airport sooth-sayers gave voice to the bad omen. Ted Lange, however, reported that it was caused by the advection of cool air from the north at the 15,000-20,000 ft. level. Although the morning aspect was spectacular in the angled sun's rays, the day developed with an almost solid overcast. Soaring conditions again showed little promise. Consequently, a simple task was selected: distance along a fixed course with final leg option. The fixed course was a 96.4 mi. G&R with the familiar Anthony Airport as the turn point. Notorious Bill Coverdale and his trusty Ka-8B gained the title of soaring champ of no-contest days by completing the fixed course and then heading back southwest toward Anthony for a total of approximately 113 miles. Lyle Maxey and the Orlik made the second best flight of the day, approximately 84 miles, landing in the same general area as Coverdale, but on his return from An-

thony. McClanahan was the third and last pilot to make the turn point. His task distance was very close to 100 km. Since all the other pilots landed short of Anthony, the day degenerated into a no-contest day. Twenty-three of the pilots exceeded 50 km. (31.07 mi.). The evening's pool-side discussion groups had additional first-hand material for debating the basic philosophy of the present rules. Some thought that next year the rules should be modified to give some credit for such flights with points prorated according to the number who exceeded 100 km.

Aug. 6th—3rd Contest Day

For the first time in this contest no stratus clouds greeted the pilots upon stepping out-of-doors, only the bright sunshine and the makings of an ideal soaring day. At the pilots' meeting, Ted Lange reported an 81° temperature at 9:30 A.M. and thermal activity already started. The thermals were predicted to be broad and possibly reaching 10,000-12,000 ft. in places. Rain had fallen during the night in many scattered areas. Pilots were warned to avoid these wet areas, otherwise exceptionally good soaring was the prognostication for the day. It was noted that while Ted was promising great things in the way of soaring condi-

Paul Schweizer starts a take-off in the laminar wing 1-29 with dorsal fin added. Gale Abels' Skylark 3F is next in line.

Photo by Rose Marie Licher



The take-off line as it appeared one day headed by H. W. Jensen in his LO-150, followed by Bierens' Ka-6CR, Ivans' Skylark 3D, Dick Johnson's Adastr, Abels' Skylark 3F and the Orlik flown by Lyle Maxey.

Photo by E. J. Reeves



SOARING