



John Hankammer pictures the only concern expressed by airport officials, dollies dropping from seven of the competing sailplanes.



Photos by E. J. Reeves

The six towplanes provided by Cessna Aircraft and flown by company employees; 172's, 175's and 182's. One day they got all 36 sailplanes off in less than one hour.

tions, he was making use of a serviceable, Chamberlain-type black umbrella to point to his weather charts—a gift from one of the doubting Thomases in the audience. Spirits and humor reached a new high.

The task for the day: distance along a fixed course with final leg option. This time the fixed course was a 199 mi. goal-and-return with Greensburg Airport (due west) as the turn point. After taking note that it was the 10th anniversary of Dick Johnson's 535 mi. world distance record flight from Odessa, Texas, to Salina, Kansas, pilots' meeting adjourned with an excited exodus to the flight line. The first launch was at 10:56.

The day's task resulted in tremendous spectator appeal as the sailplanes were identified via P.A. system completing the goal and return and then embarking on the optional leg. John Ryan in the Sisu 1 was the first sighted, at 4:35 P.M., to complete the fixed course before streaking away for extra miles. It was a good 35 min. later before the next sailplanes hove into view—and they appeared in small, select groups. By sundown the scoring was begun. Honors went to John Ryan for the best performance of the day, 333.2 miles, which turned out to be the longest flight of the whole contest. After turning over Wichita, John headed southwest and then corrected to a more westerly route, passing Greensburg for the second time and finally landing 134.2 miles to the west of Wichita at Bloom, Kansas. This splendid achievement shot John from 10th to 1st place in the cumulative standings. The next best distance, by A. J. Smith, was 71.9 miles on the optional leg (270.9 mi.), moving A. J. up to 3rd place. Carris, McClanahan, Allemann and Dick Johnson were within 10 miles of A. J. Schreder, with 241.5 mi., dropped to 2nd, only 11 points behind Ryan. Eighteen of the 36 pilots completed the 199 mile goal-and-return fixed course and went on for additional miles.

The Kingman area proved to be the nemesis for many pilots who had neither wittingly or unwittingly compensated for the poor local conditions due to an inch of precipitation which had fallen the previous night. Harland Ross reported having achieved an altitude of 9,000 ft. in the vicinity of Pratt.

#### Aug. 7th—4th Contest Day

Another beautiful soaring day was in the offing, and the task announced for the day was in accordance: free distance. Ted Lange's meteorological report gave the wind circulation as a light southerly flow toward a weak cold front over 350 mi. away in northwestern Nebraska. He predicted that there would be no clouds and that thermals would be weak, not expected to exceed 6500 ft.

Early take-off times were selected with Dick Johnson choosing the first. Even as the take-off tows started, healthy and very much welcomed cumuli began popping in profusion to the northwest of the field, contrary to the prediction. The air grew tense with excitement, spirits soared, and so did the pilots. In less than an hour all were airborne. Bernie Carris returned to the field shortly thereafter in the RJ-5 because his dolly failed to release and he was out of the competition for the day, rectifying the damage done to the release mechanism.

About two hours later, visitors to the Wichita weather bureau reported that clusters of sailplanes working thermals about 100 miles away were being picked up on the weather radar. For most of the afternoon the only calls received by the communications personnel were from crews. This condition changed markedly, later on. Between the hours of 6 and 8 the phone ringing was incessant. The results of the day's events were impressive. Twenty-eight pilots exceeded 200 miles; 32 pilots landed in Nebraska to the north. Many pilots later testified that good conditions ended where the clouds terminated in a number of finger-like projec-

tions of cloud streets or rather streams. Distances achieved seemed to depend on which of the finger-like projection the pilot had chosen. Initially, most of the sailplanes headed northwest for about 100 miles where they ran into trouble, so then they headed back easterly and after some 3 or 4 hours they were still only 100-150 miles away, due north of Wichita. From there, it depended on which finger-like stream of clouds beckoned.

Schreder earned the 1000 points with 280 miles due north in his HP-10, putting him back in first place with 3661 points. Bikle, Allemann and A. J. Smith were all nearby, less than four miles shorter. Ryan dropped back to second place, 64 points behind Schreder, with a flight of 259 miles. Ivans had 243 miles and was the most westerly, some 150 mi. west of due north. Dave Johnson also went that route, 200.5 mi., and his brother Dick ended up the most easterly with 225 mi., about 60 mi. east of due north, landing early at 4:30 P.M.

The first nine in the cumulative standings were now separated by less than 500 points, as follows:

1. Schreder (HP-10)	3661
2. Ryan (Sisu 1)	3597
3. Smith (LO-150)	3564
4. Allemann (Ka-6CR)	3453
5. Ivans (Skylark 3D)	3392
6. Bikle (Prue Std.)	3388
7. Johnson, R. (Adastr)	3282
8. Thomson (Ka-6CR)	3273
9. Drew (Ka-6B)	3243

#### Aug. 8th—Rest Day

A well-earned rest was the order of the day. And since most of the soaring caravans did not arrive back at Wichita until dawn, the morning and a good portion of the afternoon were surrendered to Morpheus. By mid-afternoon motel swimming pools and patios were once again buzzing with soaring chatter and clatter. The evening's social event was a barbecue, chuck-wagon style, held at a well-known amusement park in Wichita. After this wide-eyed, alert,