

28th Annual U. S. National Soaring Championships

FINAL STANDING—PILOT	HOME TOWN	SAILPLANE	AUGUST 1 142.3 MI. G & R		AUGUST 4 148 MI. TRIANGLE			AUGUST 6 DISTANCE TASK		
			SPEED MPH	DAILY PTS.	DIST. MI.	DAILY PTS.	CUM. PTS.	DIST. MI.	DAILY PTS.	CUM. PTS.
1. Smith, Andrew J.	Tecumseh, Mich.	LO-150	28.1	812 (12)	120.3	951 (5)	1763 (4)	270.9	813 (2)	257
2. Ivans, Jr., William S.	San Diego, Calif.	Skylk 3D	29.8	857 (5)	121.8	963 (3)	1820 (3)	234.5	704 (12)	252
3. Allemann, Rudolph T.	Richland, Wash.	Ka-6CR	32.5	925 (3)	95.0	751 (21)	1676 (9)	261.0	783 (5)	245
4. Bikle, Paul F.	Lancaster, Calif.	Prue Std.	32.9	935 (2)	87.8	694 (23)	1629 (14)	254.4	764 (7)	239
5. Drew, Christopher M.	Hazelcrest, Ill.	Ka-6B	26.6	776 (16)	120.2	950 (6)	1726 (6)	250.2	751 (8)	247
6. Johnson, Richard H.	Richardson, Tex.	Adastra	28.2	816 (11)	111.4	881 (9)	1697 (8)	260.1	781 (6)	247
7. Thomson, Graham S.	Los Angeles, Calif.	Ka-6CR	29.9	859 (4)	111.4	881 (9)	1740 (5)	227.5	683 (13)	242
8. Ryan, John D.	Scottsdale, Ariz.	Sisu 1	29.3	844 (7)	104.7	828 (15)	1672 (10)	333.2	1000 (1)	267
9. Schreder, Richard E.	Toledo, Ohio	HP-10	35.5	1000 (1)	118.4	936 (8)	1936 (1)	241.5	725 (11)	266
10. Abels, L. Gale	Boulder, Colo.	Skylk 3F	29.3	844 (7)	125.4	991 (2)	1835 (2)	197.1	592 (19)	242
11. Sebek, Fritz	Minami, Fla.	Ka-6BR	134.7*	426 (18)	121.4	960 (4)	1386 (17)	242.5	728 (10)	211
12. McClanahan, Ed.	Richland, Wash.	1-23H	71.2*	225 (24)	97.0	726 (19)	992 (23)	263.6	791 (4)	178
13. Randall, John	Coral Gables, Fla.	Ka-6CR	28.5	823 (10)	111.4	881 (9)	1704 (7)	191.7	575 (20)	227
14. Coverdale, Jr., William	Waynesville, Ohio	Ka-8B	26.7	779 (14)	111.4	881 (9)	1660 (12)	181.3	544 (23)	220
15. Moore, Robert Lee	Richland, Wash.	1-21	103.4*	327 (22)	111.4	881 (9)	1208 (20)	159.8	480 (25)	168
16. Coder, Jr., George	Arlington, Texas	Ka-6BR	26.8	780 (13)	78.9	624 (25)	1404 (15)	72.2	217 (33)	162
17. Ray, C. Gable	Edwards AFB, Calif.	BG-12C	107.0*	338 (21)	95.2	753 (20)	1091 (22)	220.5	662 (15)	175
18. Yeates, Charles M.	Brantford, Ont.	1-23H-15	29.1	838 (9)	104.5	826 (17)	1664 (11)	223.5	671 (14)	233
19. Pallmer, Jr., Paul C.	Richland, Wash.	1-23H	54.9*	173 (28)	119.4	944 (7)	1117 (21)	208.9	627 (17)	174
20. Zauner, Otto	Vineland, N. J.	Ka-6BR	138.0*	436 (17)	102.2	808 (18)	1244 (19)	187.6	563 (21)	180
21. Brown, Robert E.	Huntsville, Ala.	Rebel	29.4	847 (6)	67.1	530 (35)	1377 (18)	199.0	597 (18)	197
22. Jensen, H. W.	Elmhurst, Ill.	LO-150	26.7	779 (14)	111.4	881 (9)	1660 (12)	38.5	116 (36)	177
23. Maxey, Lyle A.	Downey, Calif.	Orlik	9.5*	30 (34)	73.4	580 (27)	610 (34)	246.5	740 (9)	135
24. Slack, John	Naperville, Ill.	Ka-6CR	71.2*	225 (24)	77.5	613 (26)	838 (27)	160.5	482 (24)	132
25. Bierens, John	Dearborn, Mich.	Ka-6CR	8.7*	27 (36)	104.7	828 (15)	855 (26)	183.8	552 (22)	140
26. Svec, Dean	Bedford, Ohio	1-23D	109.5*	346 (20)	72.7	575 (29)	921 (24)	90.0	270 (32)	119
27. Carris, Bernard M.	Big Falls, N. Y.	RJ-5	125.5*	397 (19)	126.5	1000 (1)	1397 (16)	270.1	811 (3)	220
28. Derujinsky, Jr., Gleb	New York, N. Y.	HP-8	61.2*	193 (27)	91.7	725 (22)	918 (25)	215.7	647 (16)	156
29. Schweizer, Paul A.	Elmira, N. Y.	1-29	37.0*	117 (30)	86.4	683 (24)	800 (28)	159.8	480 (25)	128
30. Audette, Julien J.	Regina, Sask.	1-23G	26.5*	84 (33)	73.5	579 (28)	663 (31)	160.1	480 (25)	114
31. Johnson, David C.	Colorado Springs, Colo.	L-K	52.2*	165 (29)	69.4	549 (31)	714 (30)	146.8	441 (31)	115
32. Licher, Lloyd M.	Los Angeles, Calif.	1-26	32.3*	102 (32)	67.2	531 (34)	633 (33)	148.7	446 (31)	107
33. Pratt, Leonard V.	Hurst, Texas	Ka-7	69.2*	219 (26)	69.8	552 (30)	771 (29)	39.9	120	89
34. Ross, Harland C.	Wichita, Kansas	R-6	37.0*	117 (30)	68.2	539 (33)	656 (32)	159.8	480	113
35. Emons, Joe F.	Alton, Ill.	HP-10	9.5*	30 (34)	69.4	549 (31)	579 (35)	52.6	158 (34)	73
36. Little, Jr., Robert R.	Paris, France	BG-12A	103.4*	327 (23)	—	—	327 (36)	157.0	471 (29)	79

*Indicates miles flown instead of mph. Figures in parentheses indicate daily and cumulative standings.

and hungry soaring congregation was fed—and to achieve this for some, it took two or three trips to the serving tables—several people were called upon to give impromptu talks on their soaring experiences. The highlight of the evening's entertainment was Paul Bikle's account of his record-breaking altitude flight to 46,267 ft. in February. Another interesting talk was given by A. J. Smith, who described the soaring conditions he encountered on the previous day's free-distance task. The most pregnant story of the evening was Dean Svec's narration of the events that followed his landing on a Naval ordnance station the day before. The writer was in the communications room at the time the long-distance call was received from the security officer at the Navy base to ascertain the validity of Svec's participation in a national soaring contest. Dean said everything was finally straightened out except he did not know what befell the radar operator who had not reported seeing his sailplane's approach.

Aug. 9th—No Contest Day

After two fine soaring days and the rest day, the capricious weather reverted to the unwelcome type. Winds were reported from the southwest at 20 knots. The area's usual nocturnal developments (mixing of warm surface air with upper cold air associated with the jet stream) had been active to the west, producing precipitation and resulting in intermediate clouds that were moving over the Wichita area as the pilots' meeting concluded. In accordance with the weak conditions the task for the day was announced by E. J. as a 100 mile goal-and-return race with McPherson to the NNW as turn point. Met. man Lange remained at his station for the next few hours answering questions and revising the weather forecast as more recent data became available. By noon the cloud area west of Wichita had moved ESE, just as forecast, putting the field under the northern end of it, discouraging pilots with regard to take-offs and soaring possibilities. In spite of the definite indications that

the cloud cover would move out of the area early in the afternoon, it did not, lingering on and finally moving out too late to allow completion of the task by any of the contestants. Most of the pilots took at least one tow, and many made several tries, only to return to the field. A few shrewd ones never bothered to do more than pull their ships up to the starting line and wait out the weather by playing "after-you-Gaston" with the take-off cards. It was another fine day for the spectators. Some of the serious contenders finally did make a die-hard attempt to break through the weather barrier. Honors for the greatest distance, but no points, went to Gale Abels in his Skylark 3F, approximately 57 miles, five miles short of 100 kilometers. About 10 other pilots reported landing other than at Wichita Municipal Airport, the furthestmost of them being about 22 task miles away, Lyle Maxey in the graceful-looking Orlik.

Aug. 10th—5th Contest Day

Weather and the Contest Com-