

from one of Schweizer's "anyone can do it" kits.

Odds and ends of news include the tow plane that has suddenly become available to us and our intention to equip the 1-26 with oxygen. We are taking part in the air show to dedicate the new facilities at Boulder Airport.

We all thought that the Rocky Mt. Soaring Meet was a real success. The task committee is to be congratulated on their almost perfect selections for the contest. The chicken barbecuer should be cooking for kings.

NANCY HEDL

Texas Soaring Assn. Rte. 1, Cedar Hill, Tex. A Chapter of SSA

The acute shortage of moisture in the Central Texas area has resulted in better than normal soaring conditions for this time of year. The only hazard is the drought-ridden farmer who should not be left under the impression we are having fun as a result of no rain.

Each weekend thru September and October has dawned clear and bright with blue skies, very few cu's, and altitudes attainable from 7000 to 9000'. Of course we did have a couple of overcast days which naturally fell on our Labor Day Contest which was postponed a week.

We tried a new method of scoring this year based on a handicap system devised by Hal Lattimore. Ships were handicapped daily according to their cross-country speed attainable with a standard thermal strength established from the best performance of the best time per task. Using the sink curves of each ship, cross-country speed achievable may easily be calculated based on available thermal strength. Scoring is based on the best performance each day and others are corrected according to what they should have done, or better still, could have done had they utilized the thermals available to the same advantage.

We're encouraging Hal to make a write-up on this scoring system for *Soaring* so that others may give it a try. It looks good and if it really works as good as it appears it will be a boon to the contest with a mixture of modern and surplus sailplanes. We all feel we need some "equalizer" to make the contests

more fun for the little guy. Incidentally, our winner was the Minimoa piloted by Del Booth.

We all know Del is an excellent glider-driver but he sure didn't have much hope against Ka-6's, Ka-7's, 1-23's and BG-12's but he flew well and eked out the rest of us and proved to our satisfaction the system can work. Why don't you contest planners drop Lattimore a line and try his handicap system on your next event?

GEORGE CODER

School News

Wave Flights, Inc. 625 Berglund Rd., Rt. 1 Colo. Springs, Colo.

The 1963 soaring expedition to Buena Vista, Colo., from July 4-8, turned out to be a bit on the damp side; however, many decent flights were made. The weather up to the 4th of July had been very dry but, starting that day, there was a two-hour rain every afternoon.

There were eight sailplanes at the expedition this year, including a 1-26 and Ka-6 from Kansas City. The Super Cub and Frank Ladwig's 182 were on hand to tow.

Soaring started about 1030 every day and although not as strong as previous years, thermals did go up to 14-16,000' over the mountains of the Continental Divide. Over the valley the thermals were fairly weak. The best way to get started was to take an airplane tow over to the face of Mt. Princeton (14,197') and work your way to the top. This involved a combination of slope and thermal soaring. The tows were usually a little higher than the normal 2,000' in order to be within gliding range of the airport.

Soaring is always spectacular over the country of the Divide with its patches of snow, alpine lakes and numerous peaks. Buena Vista is located about 90 miles west of Colo. Springs, at the base of the Divide, and is in the vicinity of some of the most spectacular of Colorado's 54 peaks over 14,000'. It's wonderful country!

I had Fontaine LaRue with me in the L-K on a couple of flights since he wanted to shoot some 16-mm movies with his Bolex. The first time up, I neglected to put an oxygen mask in the back seat. After a couple of hours of trying to stay

below 15,000', Fontaine started showing signs of anoxia, so we headed back to the airport. The next day when we went up, we made it a point to have two oxygen masks, and got along a lot better. Oxygen for soaring is almost a necessity in the high country. Incidentally, Fontaine got some nice 16-mm movie shots while at Buena Vista.

There were few cross-country flights made due to the weather. Frank Lilly and Sheldon Stafford made it to Leadville on two separate flights flying the Ka-6 for their Silver badge distance. Wally Leland made an air tow retrieve for Frank Lilly out of the almost 10,000' high airport at Leadville. Wally reported that the 135 Cub lost some of its performance compared to the relatively low, 8,000' elevation at the Buena Vista Airport.

Harry Sims and Fontaine LaRue made several flights in their BG-12A. Harry reported making a high-speed run from Salida to Buena Vista and only lost 1000' in 22 miles.

As in past expeditions to Buena Vista, most everyone camped out in tents right on the airport. We had some fine bull sessions in the afternoons and evenings.

DAVID C. JOHNSON

A Pilot's Pilot

The Texas Soaring Association and the soaring fraternity has lost one of its most active supporters and famous pilots. Karl Baur died October 12, 1963, at an Arlington, Texas, hospital after a short illness and subsequent operation.

Karl, holder of International Silver badge No. 20, was a world renown aviator in both soaring and power flying. He was born in Stuttgart, Germany, in 1911; started flying gliders at 16 years of age; graduated from Stuttgart Technical University in 1936 with a Masters degree in Machine and Aircraft Engineering; and, in 1940 became the Chief Test Pilot for Messerschmitt Aircraft Co.

His most outstanding accomplishments included the initial test flying of jets and rockets, in addition to having flown most of the German aircraft of his era.

Karl lived in the USA with his wife and two children the past nine years and became a naturalized citizen.

He was deeply respected by his many friends and associates in all walks of life. His ready wit and thrilling "hangar-flying" stories endeared him to all those fortunate enough to enjoy this experience.

We of TSA shall miss him most for he is gone from our homes as well as our everyday life. Indeed, we will miss his good counsel as well as his companionship.

GEORGE CODER

EL MIRAGE FIELD, HOME OF THE BG-12's



and Briegleb Soaring School, Box 101, Adelanto, Calif.