

the rule also said a minimum of ten to score we had one lone contestant with points for the day. (After all this they decided it wouldn't be fair to give him 1,000 points so they cut the value of the day to 200 or so. At least he got a cup for best flight of the day as consolation prize.)

The next day was the last contest day and began with a terrific hailstorm. As it started, I had just gotten the nose of my ship out of the hangar and there it stayed throughout the storm. We had a race to Colmar afterward which was as good a choice as any. It was downwind and if we could stay in the air at all we might make it. Didn't look very promising, though. The thunderstorm had been imbedded in strato-cu and when I released I found that the little pockets of lift were very widely separated with a ceiling of only 600 meters. I managed to drift along with the wind, just holding altitude for about 15 or 20 km. Then suddenly I got a good two meters of lift registered all the way around the turn. It seemed a little unusual because the vario would drop down to 0 every now and then in an irregular manner. By the time I realized that my one and only vario had gone out I had dropped from 500 meters to 300 and that was the end of that day. Things were so bad for everyone that I still hung on to a 6th place in the final standings, right behind my friend Kurt Friebeis of Germany in his L-Spatz.

The next day—and the last—the committee faced up to the weather, and declared a rest day which gave me a chance to fly Kurt's L-Spatz. He had modified it with a new full-length cockpit; very nice indeed.



Photo by Hettie Amanda

The Cherokee II sailplane built from plans by Gunnar Anderson (right) being inspected by Les Arnold (left) and Stan Hall, the designer. Stan made the first test flight for FAA the same day. The site is Les Arnold's Sky Sailing Airport at Fremont, Calif.

Winner was Paul Brechard of my home field in the Air 100 Laminar which various members of his club have flown to such good effect in other races. There were some mistakes in task-setting, but this was the first time this group had tried to run a contest, and their wonderful success in establishing the camaraderie and good fellowship which should surround a sailplane race more than made up for it.

(To be continued next month.)

British Subsidy

The British *Flight* magazine reports that the Ministry of Education has approved an annual grant toward the employment of a full-time national gliding instructor coach by the British Gliding Assn. The coach will tour British clubs to train potential instructors in the BGA's Slingsby T-49 advanced training sailplane.

New Sailplanes

Gunnar Anderson of San Rafael, Calif., completed construction of a Cherokee II, N7895C.

Two Records Confirmed

FAI Information Circular No. 136 dated Nov. 7, 1962, confirms official approval of two multi-place world soaring records mentioned as claims in the October, 1962, issue of *Soaring*: 621.785 km. (386.377 mi.) to a goal by Alexandre Filiuchine, pilot, and Vmadium Oustinov, pass., of Russia, in a Blanik sailplane, from Miasnovo to Soukhov II on June 23, 1962; and a speed of 84.553 kmph (52.541 mph) for the 200-km. triangle by Daniel Barbera, pilot, and Sylvan Robert, pass., of France, in a Breguet 904s sailplane, from St. Auban, on August 17, 1962.

The Glider

by JANICE LEVY (age: 11½)
In the glider a man does sit,
Awaiting the flight to begin.
And finally it does, with a plane
out in front,
Slowly, all's quiet within.

Once up in the air the pilot does ride,
In a new world of his own,
Up high with the birds, no motor
that whirs,
Yes, he's in a new world of his own.

Just gliding along, no machinery
song,
To ruin the quiet that's there,
A pilot does ride, with birds by his
side,
Just floating along in the air.

IF YOUR INSURANCE AGENT THINKS BABY BOWLUS IS THE NEIGHBOR'S KID—CALL US!

Pioneers of SSA Insurance Program — Currently insuring over 20% of active sailplanes in U.S.A.

HULL AND LIABILITY

Individuals — Chapters — Operators

Sailplanes — Aircraft — Tow-Planes — Premises

Coverage bound by wire receipt of acceptable application.

Write for application, details and rates

COSGROVE INSURANCE AGENCY
Los Angeles 41, California

4690 Eagle Rock Blvd.
PHONE: CLinton 7-8108