

wire service was trying to reach me. Louis Stur had determined that this flight not only earned for me the two badge legs but also exceeded the woman's national distance record. Thus he had alerted the news service and they were looking for more information. It was noon before we headed home, by way of a quick drive through Yellowstone Park, and it was after midnight before we reached Sun Valley—no golf on that "rest" day!

The sequel to such an exciting and satisfying flight was most unsatisfying. On the next day, the last flight of the contest, I again landed in the hills on a road. But this time a wingtip caught in the sagebrush swinging the nose into a ditch and doing minor damage to the sailplane and my pride. Paul Bikle's comment on this was that there are two things one must learn to be a successful contest pilot: first, one must learn to take chances and, second, he must learn not to take too many of them. I think I learned both lessons; I hope so!

In reliving the flight to write this story, poring over the maps (as I should have done before the flight!) and checking the barograph trace, there are places where I see that I probably made a mistake in judgment, that I should have done something different and that I might have thus gone farther. But it was a thrilling flight for me, one that I will long remember. I learned a great deal from it and my hope, in writing this story, is that other beginners will perhaps also learn a little and especially that other women pilots will be encouraged to join in this most challenging sport of soaring.

New Sailplanes

Joe Johnson of Greenfield, Mass., and Rolf Bahner took delivery of a Ka-6CR, N8705R.

Forest Cunningham of Plainfield, Ind., took delivery of an L-Spatz-55, N2705E.

Sailplanes Changed Hands

Jack Baugh of Charlotte, N.C., bought a Skylark 4, N256JB, from Rene Comte.

Col. Henry Godman of Holloman AFB, N.M., bought a Prue 215A, N454Y, from Spud Kohler.

Gene Hamm of Long Beach, Calif., bought a 1-19, N91818, from the Odessa Soaring Club.

Win Brown, Tom Madigan and Lynn McNames of San Diego, Calif., bought a 1-26, N3854A, from Harold Huber.

The Tri-State Soaring Society, Inc. of Huntington, W. Va., bought a 2-22C, N8620R, from Gus Street.

Capt. Serge T. Winkler, USAF, of Ft. Worth, Texas, bought an L-K, N52661, from the (inactive) North Platte Soaring Club.

H. A. Myers of Whittier, Calif., bought a 1-26, N8621R, from Thornton Ladd.

Jack Beadle of Lancaster, Calif., bought an LK-N2840D, previously owned by the Cascade Soaring Society.

Gordon Lamb and Malcom Stevenson of Westbury, L.I., N.Y., bought a 1-23H-15, N8632R, from John Lindsay.

Walter Blake of Seattle, Wash., acquired a DFS Meise Olympia, Mk. I, N4943V.

Al Parker of Odessa, Texas, bought a Sisu 1A, N1100Z, from John Randall.

James Hoover of Mountain Home, Idaho, bought a 1-19, N91890, from Ron Chitwood.

Bill Plaskett of Woodland Hills, Calif., bought a 1-26, N8641R, from Frank Krentz.

Philip Paul of Wright-Patterson AFB, Ohio, bought a Ka-8B, N4281A, from Giles Gianelloni.

Dr. Leslie Gould and Rich Rose of Reno, Nev., bought a Weihe, N2523B, from Stephen Marton.

Harold Huber of San Fernando, Calif., bought a Ka-6CR, N3379G, from Richard Jauch.

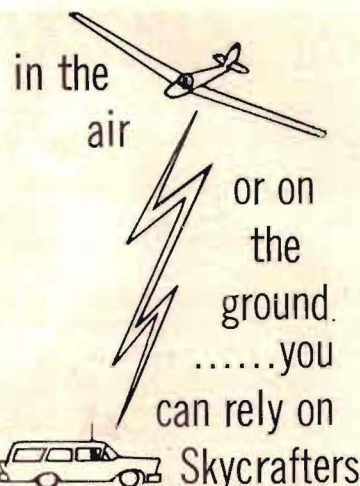
The Baton Rouge (La.) Soaring Assn., Inc., bought a 1-19, N91821, from the Illini Glider Club.

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