

THE THIRD DAY

No one was surprised when another Speed Task was announced, but the turnpoint—Alturas—caused a double-take. "So that those who were unable to see the town yesterday, would have a chance today!" Marshall explained. Take-off time was set at 1100, with the Alturas turnpoint opening at 1300 and closing at 1815. The finish line would close at 2030—official sunset.

The standings at this point were:

1	George Moffat	SH-1	1991
2	Graham Thomson	Libelle	1874
3	A. J. Smith	Sisu	1870
4	Carroll Klein	Libelle	1808
5	Sterling Starr	1-23HM	1772
6	Edward Makula	Foka 4	1756
7	Bill Ivans	Sisu	1741
8	Dick Schreder	HP-14	1704
9	Bruce Beebe	Foka 24C	1691
10	Bob Klemmedson	SHK	1676

Standing lenticulars and scattered cirrus were forecast with winds varying from 10 knots at 7,000 feet to 35 knots at 25,000 feet at Stead. Alturas, 130 miles out, would have weaker winds at low altitudes but 40-knot winds were expected at 25,000 feet. Surface winds would continue to be 15 to 20 knots, with gusts to 30 knots.

where the grain had been cut, but not yet baled. While the farmer made passes up and down the field with the baler Charlie shifted the glider around to accommodate him. When Charlie's crew arrived and found the BG sitting in a field full of randomly arranged bales their estimation of their pilot's landing skill went up a few notches.

Meantime Charlie had noticed Sypko Andreae looking for a spot to put his Sagitta down and suggested he use the field adjoining the one with the bales and the BG. As the Sagitta slid over the fence Charlie suddenly remembered something the farmer had told him about a particularly ornery bull he had just purchased—and put out to pasture in the field Sypko was now touching down on. Somewhat apprehensively Charlie radioed Sypko not to leave the ship until he could get a retrieve car between the bull and the sailplane. A half an hour later the Sagitta was safely on the other side of the fence. The bull was apparently resting on his laurels. All he did was look mean for the remainder of the retrieve. A week later Charlie landed in a barley field—just as the irrigation system was turned on. His crew got the mud-pack treatment as far as the knees! Charlie can really pick 'em!

Dick Schreder, who had the best time of the day, recalled that he had trouble from the outset of his flight. He discovered that his variometer wasn't



Dick Schreder's latest HP design, the 14, at the beginning of a contest flight, the designer at the controls.

The 1100 take-off hour permitted inspection of some of the new sailplanes entered. Dick Delafield's Diamant drew the attention of a number of spectators during assembly and at the take-off line. Dick and his lovely bride Alyce picked up the Diamant in June, got it licensed, and left the following day for Marfa where he placed fourth in the Regionals and logged his longest flight — 228 miles. Before Marfa Dick hadn't flown over 200 miles. By the end of the Nationals he had logged flights of 275, 377.5 and 383.5 miles.

The 258-mile task proved to be quite challenging. Only 28 pilots were able to complete the circuit. Ten pilots had to land within 30 miles of Stead, with 220-mile flights behind them as doubtful consolation prizes.

Charlie Drew flew his BG-12 99 miles toward Alturas before he was forced to land. He chose a field

working and returned to the field. Repairs proved futile, so he resumed the task with a variometer that either read five meters up or down! Lift was difficult to find, but he managed to make the turnpoint at Alturas. After some low moments near the reservoir there he climbed back to 14,000 from which altitude he managed to reach Stead without further incident.

The day's results were:

1	Dick Schreder	HP-14	54.7 mph
2	George Moffat	SH-1	51.0 "
3	Graham Thomson	Libelle	51.0 "
4	Ben Greene	SHK	49.7 "
5	John Ryan	Sisu	48.8 "
6	Carroll Klein	Libelle	48.0 "
7	Bruce Beebe	Foka 24C	47.7 "
8	Sterling Starr	1-23HM	45.8 "
9	Edward Makula	Foka 4	44.5 "
10	Paul Bikle	SHK-1	44.5 "