

THE FOURTH DAY

The challenge on July 1st was a speed task to Smith Valley and return, a total distance of 133 miles. The course line was southeast of Stead and located between Lake Tahoe and Walker Lake. The weather prediction indicated that the lenticulars would develop to 18,000 feet. Contact with the wave would be around 9,000 feet and its intensity would increase during the day. The forecast for winds at Stead was 20 knots at 7,000 feet increasing to 40 knots at 25,000 feet.

Some of the pilots planned to fly the circuit once on thermals and then go through the gate again and try it with waves later in the day. But later, as they assessed the situation from 24,000 feet, many elected to accept their take-off times and go! Those magnificent men and Rose Marie, in their flying machines, did go up and down! Many re-lights were required that day to get the pilots en route. This may be recalled as the best-photographed wave condition in soaring history. Pilots wanted to record the spectacular panorama not only for its beauty, but to back up what they knew they'd be saying when they got to their home states and faraway Poland.

George Tweed flew his "Ironflugel" around the course with a speed of 32.2 mph. "When I hit 24,000 feet I left!" He did so with a new Diamond for his badge and a grin that lasted through the evening. After leaving the wave, George headed for the turn-point which he rounded with 15,000 feet. He lost 30 minutes at Sparks working a ridge before he got a thermal off some wet ground and made his final glide from 8,000 feet. Asked what he thought of the contest site and conditions he replied, "Great! But I've been flying my usual lousy 240 miles."

Peter Klaussen lost the canopy of his MG-23 during a very turbulent tow. The sight of his canopy, followed by assorted cockpit contents, leaving the ship startled his wife, who was watching Peter's tow. He managed a 360-degree turn and landed safely.

Hannes Linke left Stead with sufficient confidence to give his crew the day off. He found smooth 1500-fpm lift over Reno and climbed to 20,500 feet with his microphone, oxygen mask and an apple floating around the cockpit. He passed over the turn-point with 18,000 feet and landed at Stead with an average speed of 49.1 mph, sixth best speed of the day.



Jerry Morris in the Dart. This was one of two 17-meter versions flown in the contest.

The standings before take-off were:

1	George Moffat	SH-1	2982
2	Graham Thomson	Libelle	2815
3	Dick Schreder	HP-14	2710
4	Carroll Klein	Libelle	2697
5	Sterling Starr	1-23HM	2617
6	Edward Makula	Foka 4	2589
7	Bruce Beebe	Foka 24C	2577
8	John Ryan	Sisu	2460
9	Bob Klemmedson	SHK	2397
10	Ben Greene	SHK	2391

Ed McClanahan was back in the contest after completing repairs on his Libelle. The resin mixture required to repair the fiberglass had to be mixed proportionally, but the directions gave only weight ratios, so a balance scale was devised using a plastic ruler, two beer cans and free-issue nickels from the Reno wreckreation area.

Jerry Morris of San Jose, California, didn't catch the wave in his first attempt and had to land at 1500. Two hours later he was over the Carson City-Washoe Lake area with 24,000 feet. Arriving at the turn-point half an hour later, he headed back where he had left the wave. It was ready, willing and able to take him to 16,000 and a dash for Stead with dive brakes out and a speed of 90 mph. This flight highlighted the meet for Jerry, as the Diamond altitude completed his badge after only three years of soaring.

Al Leffler got 24,000 feet off Mount Rose in his LM-1, made the turnpoint and then ran out of air. Although he had to land at Dayton, half way back, the day was not a total loss. That evening, Al was seen carefully carrying his barograph at arms length around the hangar in search of fixative for his Diamond-altitude trace.

Another Californian, Bob Klemmedson, climbed one and a half hours in a wave over the field before