

he headed for the Mount Rose Diamond mine. His flight completed his Diamond badge also!

Carroll Klein, flying in his first Nationals, claimed both Gold and Diamond altitude as well as a remarkable 49.4 mph. He placed fifth for the day and moved up a notch in the standings.

Edward Makula climbed to 21,000 feet in the wave and returned with a speed of 34.2 mph. He flew cross country on wave lift for the first time in 20 years of competitive soaring. By late afternoon there wasn't one quadrant of the sky without some type of lenticular formation. A dramatic stack of six lenticular plates grew to the north, while over the field an enormous shaggy cloud moved and re-developed during most of the day and early evening. Makula said he had never seen anything like it before.

Murphy's Law was exercised on the most vulnerable pilot. Walt Mooney, flying a 1-26, also made a 24,000-foot flight. Walt's barograph not only froze but, when it resumed operation, chose to go backward. He examined the wayward results in good humor and arranged for another barograph.

David Nees, at 19 the youngest competing pilot, climbed to 18,000 feet over the field but lost 4,000 feet in a dash for Mount Rose. The run paid off handsomely as he also climbed to 24,000 feet and earned an altitude Diamond for his Gold badge. At this point, he was flying 100 mph and gaining 1000 feet a minute! He headed for Smith Valley, spotted the turn panels at 18,000 feet and turned homeward. David landed his K-6 at Yerington about 15 miles along the return leg. Waves have downs, too!

John Ryan mounted the dias the following morning and narrated the highlights of his expeditious flight. Upon release, he returned to the thermal he had been towed through and worked it to 10,000 feet. Over the hangar "it got real smooth all of a sudden!" He entered the wave at 18,000 feet and headed for the turnpoint where he arrived with 13,000 feet. Finding no lift off the mountains north of Smith, he proceeded to Carson City where he found one meter per second lift but didn't circle as it "wasn't worth stopping for!" Forty-two minutes after sighting the turnpoint he was back at Stead with an average speed of 57.8 mph. Dick Schreder was only 2.1 mph behind him and this enabled Schreder to claim second in total standings. Graham Thomson could only turn in a 39.5 mph average which dropped him from second to fourth.

#### The day's standings:

1	John Ryan	Sisu	57.8 mph
2	Dick Schreder	HP-14	55.7 "
3	Sterling Starr	1-23HM	50.5 "
4	Bill Ivans	Sisu	50.0 "
5	Carroll Klein	Libelle	49.4 "
6	Hannes Linke	Libelle	49.1 "
7	Joe Conn	SHK	47.3 "
8	Bernie Carris	2-32	46.1 "
9	George Moffat	SH-1	45.7 "
10	Hod Taylor	SH-1	44.4 "

#### THE FIFTH DAY

To no one's surprise, Marshall announced free distance. A few groans were heard from the crew section of the hanger. Charts started crackling and very close attention was given John Marsh's weather briefing. Maximum thermal activity was predicted to 16,000 feet with some activity as high as

18,000 feet. Towering cu and cumulo-nimbus were forecast across northern Nevada with cloud base at 10,000 feet. A shearline was expected along a line through Minden, Fallon and Winnemucca, extending into Idaho. There would be strong winds at 10,000 feet and moderate to severe turbulence above that. John emphasized the need for adequate tie-down equipment in light of the promised strong surface winds. Marshall added that there would be an official barograph-sealing table available and a double rest day would be declared if any flight exceeded 500 miles.



The youngest and oldest competitors at the Championships were David Nees, 19, and Dr. Ernst Steinhoff, who was born in 1908. Dr. Steinhoff made his Diamond-distance flight from the Wasserkuppe an entire decade before David was born.

There was a mood of excitement and expediency as pilots and crews made their final plans. Charts were lined and coded for easy plotting and road maps of Utah and Idaho were consulted. The ranks along the start line had swelled considerably as soaring pilots and enthusiasts arrived to take in the holiday weekend at the Nationals. The fact that 142 flights in excess of 200 miles had already been logged added to the feeling that momentous soaring history was being written. Most of the crews were instructed to get on the road as soon after take off as possible. The time-consuming trek through Reno could easily separate pilot from radio contact with crew as their positions widened.

Edward Makula flew eastward over completely unfamiliar terrain. Furthermore he had limited the Foka to airport landings. The new owner was to take delivery as soon as the Nationals had ended. At 1115 he radioed precisely, "On course, at 9,000 and climbing." The crew, driving a '66 Citroen, was heading eastward at 70 mph on Highway 80. Fifty minutes later Makula radioed from a position 90 kilometers on course with 10,000 feet. By the time he reached Humboldt Lake, he had climbed 1000 additional feet and had averaged 40 kilometers in 41 minutes. Over one hour passed with no transmission. Surface winds were as predicted, helping the Citroen to cruise at 100.