

Finally there was a brisk message from the Polish champion: "Position 25, 11,000 and cruising." At 1420, two hundred and ninety kilometers on course, Makula called in again. That was the last clue his crew would get.

At Wells the die was cast. He must have gone north. The ragged, hostile-looking trailing edge of a storm cut off the eastern horizon. The gradual climb towards the Idaho border began and the sky and fields were searched for sailplanes. When a shaft of red and orange flashed over a knoll a feeling of excitement, and a little disappointment, was experienced. A dash around a casino and out the runway of the Jackpot, Nevada, airport disclosed Jerry Morris and Hannes Linke preparing to tie down the Dart and Libelle. Hannes asked for a road map and frowned a little. He hadn't pushed on because he was without the Elko or Salt Lake charts. Jerry had probed the edge of the storm and returned without sufficient altitude to justify leaving an airport.

A call was completed that yielded nothing as to Makula's whereabouts. It was nearly 1900 and past time to change drivers. A few circles around the casino parking lot and then off for a first look at Idaho and speed limit signs again. To the north were thick gray and white clouds heavily hanging over green, tree-lined fields. Some fields looked a little too lush for an uneventful landing. Al Leffler's LM-1 was resting in good field—320.5 miles out and close to a farm house.

The next call to Stead was made from Twin Falls, Idaho, at 2005. Marshall informed the crew that Makula had phoned in about 20 minutes before and was down at Arco, Idaho. A frantic search of the road map revealed that at least one more hour of traveling was necessary. Marshall insisted that the crew contact

the Arco police before completing the retrieve. An impatient call revealed that the Arco police utilize an answering service at night and that all calls go through the hospital. They relay messages to the patrol cars.

Two hours later the Citroen headlights swung off the road onto a small airport and revealed the Foka resting in front of a small hangar. The horizontal tail was lying on the ground and Makula was asleep in the cockpit. He quickly got out and began discussing the flight in Polish. He knew A. J. Smith was close by and maybe others beyond. He hadn't eaten and it was cold.

The Foka was de-rigged by the light of the silvery moon and the police-car spotlight. Later, eating dinner in a small Arco cafe, Makula and his crew were joined by A. J. Smith. By now both pilots were sure their distances had been surpassed. Makula had completed each task and, with this long flight over, had logged 1,425.7 miles in five days. He elected to use the rest day to sleep late. Smith had flown 1,372.5 miles in the contest including the 436.0 miles to Big Butte. His crew would begin the 12-hour return after dinner. Makula commented that Polish contest retrieves are by aero tow whenever possible. He felt our method quite tiring for pilot and crew. No one had the energy to disagree at the time.

At Jerome, Idaho, there was a larger gathering. Ben Greene (SHK), Wally Scott (K-6E), John Ryan (Sisu) and Ross Briegleb (BG-12) had landed there with 351 miles for the day. Two hours later, they were surprised when Bob Moore, flying his 20-year-old 1-21 joined them. With five contest days completed, he had averaged 212.5 miles a day and was in 32nd position!

COMMENTS OF A SCORER AT RENO

"Of all the non-flying people at a National Contest the scorer has the most fun because she has the most direct contact with the pilots and their flying stories, and because she is the first to know the score. But the pilot can help the scorer score him properly by giving the telephone retrieve operator his exact landing coordinates and stating how many turnpoints he has completed. The more experienced competition pilots always remember these items, but sometimes the new-



comer forgets them. The scorer welcomes pilots in the scoring room both to answer any questions they may have and to hear their flying exploits (one of the fringe benefits of scoring), but the confusion in the scoring room would be lessened, and the scorer's efficiency increased, if the crews and others would wait outside.

"We found it of great benefit this year to post preliminary speeds and distances as soon as possible. People are naturally interested in such information and are mature enough to recognize that some errors are inevitable in this type of preliminary scoring. Also errors were pointed out to us while they were still easy to correct.

"Many people asked about the relative accuracy of scoring using WAC charts as compared with Sectionals. We score most of the flights on Sectionals and only the long flights on WAC's, although on a particular day everyone's distance is measured on the same chart. To be able to answer these questions we checked Ed McClanahan's distance on the open day in three ways: on WAC charts (by which all measurements for the day were made) it was 456.5 miles; on Sectional charts it measured 454.0 miles; the calculated distance (using a spherical Earth, as required by the Sporting Code) was 458.134 miles. The accuracy of the charts, of course, varies in different directions on the chart as well as in different parts of the country."

—BERTHA RYAN