

was to win the fifth day. Earlier than most he had anticipated the weather problem developing ahead.

"I could see the heavy build-up as predicted towards the Oregon border and by the time I saw the curtains hanging under the castellatus ahead I realized I would be boxed in unless I could reach the Sawtooth Mountains. The unstable air being carried there from Oregon was developing cloud fields that were a soaring pilot's dream."

He glided across the Snake River Valley trying to reach this Elysium. Wispy cu's reached out toward the foothills near Fairfield, the town where Schreder would later land.

"The clouds kept retreating just ahead as if to entice me to the heart of the mountains where the unstable air was retreating. At 6:00 P.M. I caught my first big thermal in Big Wood River canyon. Here I momentarily considered Stanley as a goal but decided it was too far to the west. I was out of phase with the cloud-development cycle because I had failed to rush in soon enough."

He found himself sinking until he was down to 1000 feet at Ketchum near Sun Valley.

"I worked 100-ft/min lift in a narrow valley for what seemed like an eternity but was probably only fifteen minutes. The lift cycle began again and by the time I had reached 9000 feet clouds were beginning to form again. By 7:30 P.M. I was at cloud base with 11,500 feet. I knew lift would be better in the higher mountains and so I moved deeper into them."

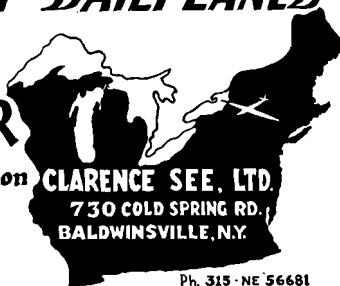
As the day drew to an end he crossed ranges and canyons toward the mountainous center of Idaho un-

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til he finally reached 12,650-ft. Mount Borah, the highest peak in the state. He continued over the Big Lost River on the other side and through a notch in the next range.

"The canyon I found myself in was very narrow—only a few wing spans were available on either side—but it was one of surpassing beauty. The walls were steep and craggy with snow still clinging to the slopes. It opened into a small valley that led into the larger Salmon River canyon and for a while I followed that, thinking I might make the town with the same name still farther to the north. But the ground was impossible and by that time I could see a light here and there, so I returned to the little valley and landed on a dirt strip unobserved. It was just as well, because it was so dark I couldn't find the tie-downs."

It was 8:45 P.M. He had flown 456.5 miles—the longest flight of the meet.

RETRIEVE PROBLEMS

1. Crew not checking out or stating that they will be on the field and wish to be paged. With 65 pilots, and approximately two crew members for each, it is difficult enough when they say, "Well, we said we were going." Crews should always sign the roster.
2. Pilots should always have location figured before calling. Some try to figure it while on the phone and usually change their minds about half way through. Since the operator is writing down everything they say, changing directions becomes very confusing.
3. When calling, pilots should let operators ask them the questions. This is the only way to avoid forgetting important items such as: "Did you make the turnpoints?" "Is there a phone where you can be reached?"
4. Crews should never retrieve without sufficient pencils, pens, and a scratch pad to take down directions. Some directions are very complicated and even a person with an excellent memory is likely to forget an important turn.
5. If it is getting past official sunset and crews are in contact with their pilot by radio, and the pilot is in a remote area where there may be no phones, they should stop to call in his general location and inform headquarters that they know his whereabouts. This would save many late hours waiting for calls.

6. It is possible for crews to give more information over the phones even when it is a person-to-person call. Example: "Well, operator, I'm in Ravendale now and will call when I reach Susanville."
7. All crews should carry both road maps and Sectionals. This is particularly important in sparsely populated desert areas where individual ranches are sometimes shown only on the Sectionals, or route numbers are shown only on road maps.
8. **Most important:** If there are several pilots down in the same place and one calls in for all, he should have complete information on all, such as turnpoints passed and coordinates. Otherwise each pilot should call for himself.
9. **Most important:** When one pilot calls for several he should state whether or not each is in contact with his crew. If he does not know at the time he should get the information in as soon as possible. Many late nights are spent waiting for crews to check in and get the location of their pilot—when they have been in contact the whole while.
10. It is the pilot's first duty, after he has secured his ship, to call in his location. This is not to be done after the ship is on the trailer and everyone has been fed. Retrieve operators have to eat as well, so call in right away. When landing back at base a pilot should report to the retrieve office just as he would had he landed out.

—KATHY NIELSON