

## THE SIXTH AND SEVENTH DAYS

Marshall began the sixth briefing with, "Now we have a legal contest." Next he announced the task: Distance on a Fixed Course. There would be a turnpoint at Lee Vining, California, 125 miles to the south, then progress on a line through Alturas, California. The start line would open at 1030 and close at 1330. The turnpoint at Lee Vining would open at 1230 and close at 1830.

The weather forecast was for thermal development to 16,500 feet with a 72-degree thermal triggering temperature. The southwesterly winds would be five knots at 7,000 feet increasing to 15 knots at 18,000 feet. At Lee Vining the winds would be stronger—15 knots at 10,000 feet. Cu's could be expected to form on a line through Bridgeport, Hawthorne and Austin.

Lee Vining is situated to the west of Mono Lake and opposite the eastern entrance to Yosemite. Most of the crews followed their pilots south in case a restart was necessary. Several pilots had to ridge soar on the slopes of Mount Siegel before getting enough altitude to continue south. Crews were seen strung along Highway 395 from Washoe City to Coleville waiting for word to move on. Thirteen pilots had to land short of Lee Vining. Royce Stauffer's HP-11 and Vern Oldershaw's O-2 were damaged during landing on the first leg of the task and were out for the remainder of the meet.

At Bridgeport crews lined the main street, heads upturned, searching with binoculars for pilots getting last thermals before dashing for the turnpoint. Among those who joined their crews earlier than expected were Hod Taylor, Steve duPont, Hugo Taskovich and Dr. Ernest Steinhoff. Another group made it back as far as Stead (Gold distance) but couldn't get away. After getting the message to head for Alturas, the crews then turned around and started north into Nevada and then into California again. Each town en route was decked out in 4th of July bunting, banners, flags and lots of traffic.

The excitement mounted as trailers sped past Hallelujah Junction, rounded Honey Lake and began the gradual climb to now familiar towns. Crews exchanged bits of information as they held at Renedale, Madeline and Likely. They were all aware that many would make Alturas—377.5 miles from Stead. Who would go beyond?

The Alturas airport sported an array of some of the most beautiful sailplanes in the world. Graham

Thomson's Libelle was there. Bill Ivans' Sisu was nearby, waiting for its crew. Neal Ridenour was derigging his HP-13 and Dick Delafield's Diamant was drawing admiring stares. Farther down the runway was Makula's Foka and Paul Bikle's SHK. The apron was crowded with police and sheriff's cars as well as a good portion of Alturas, waiting for the fireworks to start nearby. Crews worked quickly under the sporadic glow of the fireworks, greatly inspired by their own hunger and that of the most persistent mosquitos this side of New Jersey.

Ten pilots went beyond Alturas. These top ten had a total of 4,183.0 miles for the day. The top ten of the free-distance day, July 2nd, had amassed a total of 4,127.5 miles. Ten flew over 400 miles compared to six on July 2nd. One pilot, Hannes Linke, passed Alturas but failed to make the 400 Club. He logged 381.5 miles.

Dean Svec made the best distance of the day, 435.5 miles. At the pilot's meeting the next morning he stated that the most difficult part of the flight was explaining how easy it had been. There were another 16 flights of between 300 and 399 miles and 14 more of between 200 and 299 miles.

The best ten flights were the following:

1	Dean Svec	Sisu	435.5 miles
2	Dick Schreder	HP-14	429.5 "
3	John Ryan	Sisu	418.5 "
4	Gleb Derujinsky	Sisu	418.5 "
5	Ben Greene	SHK	418.5 "
6	A. J. Smith	Sisu	417.0 "
7	George Moffat	SH-1	417.0 "
8	Bob Klemmedson	SHK	413.5 "
9	Bruce Beebe	Foka	410.0 "
10	Sterling Starr	1-23HM	406.0 "

\* \* \*

On July 4th, after two distance days, another speed task was declared, this one a 136-mile triangle with turnpoints at Yerington and Minden, Nevada. Following the announcement of the task A. J. Smith commented on the extreme fatigue of both the crews and pilots and suggested that the Contest Director be granted more flexibility in setting tasks. This subject was referred directly to Dick Schreder, Chairman of the Rules Committee, who stated that he would appreciate hearing views on the matter.

Schreder, however, had other matters on his mind this morning. After a somewhat poor beginning he had tenaciously crept up on Moffat and was now only a slim 27 points behind him. The next competitors, Ryan, Klein and Starr, were all several hundred points further down the list.

Forty pilots completed the triangle. The fastest of them all was Graham Thomson who, with a speed of 54.9 mph, scored his second 1000-point day and elevated himself substantially in the standings.

Graham candidly described his winning flight. He started the first time at 1300 but had to return for a second tow an hour later. He discovered a good thermal at Dayton and rounded the first turnpoint with 10,000 feet. He neglected to note his time there, but after discussing the situation with his crew chief, Helen, and Ray Proenneke, he decided to go on in the hope he had been observed. In his anxiety to leave Carson City he rushed into an area with 600 to 800 feet of down. Once recovered from that crisis



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