



Herman ("The Big Stick") Stiglmeier is the master of many talents, not the least of which is the one demonstrated here.

he estimated that he had enough altitude to reach Stead. But after listening to the reports on the radio from the others, he decided to gain more height before he headed home. When he arrived at Stead with about 600 feet he was glad he'd acted conservatively.

The top ten speeds were:

1	Graham Thomson	Libelle	54.9 mph
2	A. J. Smith	Sisu	51.5 "
3	Bob Klemmedson	SHK	50.6 "
4	Edward Makula	Koka 4	49.9 "
5	Ed McClanahan	Libelle	49.7 "
6	Joe Conn	SHK	49.4 "
7	Dick Schreder	HP-14	48.6 "
8	Gleb Derujinsky	Sisu	47.2 "
9	Bill Ivans	Sisu	46.6 "
10	George Moffat	SH-1	46.4 "

THE EIGHTH DAY

Schreder's tenacity, and Graham Thomson's fast flight of the day before had shifted the top-level standings of the contest and put the three top runners in the order they were destined to finish. Schreder was now in first place with 6385 points, Moffat in second with only six fewer points (6379) and Graham in third with 6087. Carroll Klein, John Ryan and Makula were next in order, followed by Bob Klemmedson, A. J. Smith, Paul Bikle and Dean Svec. The total spread between first and tenth was less than 900 points.

It was now virtually impossible for anyone very far down the list to improve his fortunes to any great extent. It was still possible, however, to make a small

and very costly mistake. It had been a long, hard grind up to this point, and now, after seven exhausting days in the air, the pilots faced one of the longest and most arduous tasks ever set at a U.S. Nationals, a 369.5-mile triangle with an open-distance option tacked on the end.

The weather, naturally, had to justify such grandiose task setting. It did. Thermals to 17,000 feet, with some reaching 20,000, were forecast. There would also be ample wave lift marked by frequent lenticulars. Surface winds of 25 knots, increasing to 35 knots in the afternoon, could be expected. Long task legs against and across winds like this pointed up a fact that was evident throughout most of the contest—you needed a sailplane with excellent penetration in order to compete in today's Nationals with any degree of success.

The take-off line opened at 1030 and among the very first to take off was Schreder. He was part of the first gaggle to form in the area and the first to leave. A little later he saw Moffat and Thomson go by him 1000 feet higher. At the north end of Lake Tahoe he found the only wave lift he used during the flight. He worked it to 16,000 feet. In Smith Valley he and McClanahan worked a ridge together. Then he pushed on, things going well.

For A. J. Smith things were not so rosy. It wasn't too many hours after the start line opened that he was back at Stead. "Don't believe Harold Kleiforth!" he announced. (Kleiforth was on a busman's holiday assisting John Marsh and Clair Jensen with the phenomenal weather.) "I worked a wave near Sparks to 15,000 feet and glided southeast to the so-called Kleiforth Convergence. I landed at the first turn-point. There is no such convergence."

Schreder, meanwhile, sailed on his way. Later he described the majority of the flight as "sort of an easy task. I sat back and relaxed." The relaxation lasted as far as Stead at which point things got tough. Dick reached 9,000 feet over the field, then headed off to the east expecting to encounter a wave or some thermal lift. Shortly he found himself down to 100 feet over a knoll which he worked until some very welcome 100-fpm lift saved him. He could now work north of Pyramid and over the mountains to Fernlay. One final climb of 1000 feet permitted a glide in the direction of Fallon. With 600 feet left he landed in what appeared to be the last cultivated field.



KOLLSMAN

Helicopter Airspeed

Completely remanufactured by FAA approved instrument repair station. New airline-style matte white on black dials. Standard 3/8 inch diameter.

20-150 Knots or 20-150 mph
\$65 • Immediate Delivery

THOMSON WESSEL

11356 Chenault Street, Los Angeles, Calif. 90049