

MARFA DIARY

BEING AN ACCOUNT OF ONE MONTH'S HAPPENINGS IN THE LONE STAR STATE

July 13 — Marian Griffith with his Standard Austria opened the Camp a little early. Went to 13,600 feet, stayed three and a half hours. Could have gone more, got tired.

July 15 — One sailplane, two pilots. Soaring conditions mediocre. One sailplane can't cause much activity, but you have to start somewhere.

July 16 — One sailplane, one pilot. Conditions fair. Local flight for pleasure only.

July 17 — Three sailplanes six pilots. Conditions were good. There were plenty of local flights by these three.

July 18 — Four sailplanes, eight pilots. Conditions good locally. Trough above Carlsbad cut the boys off. Had a visit from Region Nine Director, namely "Red" Wright.

July 19 — Eight sailplanes, 14 pilots. Marfa Soaring Association bought 2-22E from Houston Club. Soaring conditions good locally. Dean Svec arrived.

July 20 — Eleven sailplanes, 17 pilots. Gentlemen from Canada joined us. Most of the boys soared locally all afternoon.

July 21 — Twelve sailplanes, 18 pilots. Soaring conditions good for cross-country and out-and-return. Many attempts on the basis of the report. Four tow planes on hand, activity picking up. Triangles and out-and-returns completed with no problems.

July 22 — Wow! Lots of activity. Weather good for local, cross-country, triangles and out-and-return. Hicks (Canadian) landed at Pecos. Suzanne Moffat made Gold distance with Diamond on a flight to Sierra Blanca and back. Charles Adkisson made Gold altitude, Dick Hay Gold duration. Ben Greene doing loops to lose altitude. The 2-22 worked all day. Everybody out with a good time by all. General comment: How can you miss with thermals like this?

July 23 — Same sailplanes, same pilots. Weather good. Ben Greene, Dean Svec and George Moffat off on 500-km triangle. They figured distance awfully close. All three finished, but no good on speed. All finished within ten minutes of each other. Not too disappoint-

ing. Now they know the road, will try again. "Red Dog" (Wright) threatens to show them the way.

July 24 — The 2-22 schedule full to Sunday. Philip Wills arrived with Dart. A most charming man. Ben and Dean out again. Same old road, hope for better today. Suzanne off on three 100-km triangles. Ole "Red Dog" official timer. Two more planes from El Paso. Philip Wills happy with the "weak" conditions in Marfa area. Ben and Dean back. Made the course but not the speed. Helmut Kanter and friends arrived from California with Zugvogel. Hangars full of sailplanes!

July 25 — More sailplanes!! Everybody out on tasks: Diamond distance, Gold altitude, more training flights. Great group of people. Orderly, courteous—what more could you ask? Mr. Wills out on 300-km. flight. Rendezvous for all crew members seems to be McDonald's Observatory. Excuse: radio contact all around the course. Hey, how about this? Four 500-km flights attempted, four completed. Where in the world can you beat that? John Miller out on Diamond distance to El Paso. Made it and got back before the office crew left for home. Spectators by the dozens. Towplanes report 51 tows today, not counting training tows.

July 26 — Everybody out local except Kanter. He got to Truth and Consequences, just five miles short of 500-km distance. The 2-22 busy. Mr. Wills to El Paso, out-and-return, we hope.

July 27 — Pretty poor day. Local flying. Fauvel flying wing arrived. Not much activity. Marfa Soaring Chapter formed.

July 28 — Schwarzenbergers arrived. Four Austrias now. Weather good. Four 500-km triangle tries today — Hicks, Svec, Green and Moffat. People out on goals. Training activity at full tilt. One tow plane out of commission with broken wheel. Four 500-km triangles completed! Moffat two mph off world's record. Mr. Wills on 300-km triangle. Goals galore today. Things real good.

July 29 — Lousy weather. Plenty of hangar flying. Moffat flies Dart, Wills in Austria. Interesting comments. These plus Zugvogel and Austria with Kanter and Green aboard. That's about all.

July 30 — Weather better. Short triangles, durations, altitudes by Fauvel and Zugvogel. Len Niemi arrived with Sisu "Ten." Long triangles don't work out.

July 31 — Everybody out today and everybody off. Two local men licensed, Kelly and West. Zugvogel on 500-km out-and-return. Got as far as McCamey.

August 1 — Weather bad, hangovers bad. Nobody even looks outside. Big front hung over Alpine and over everybody's head. Only no-contest day so far.

August 2 — Pilots eager, declarations made. Weather bad by noon—overdeveloped. Most missions scrubbed. Two days in a row. This gives you the blues.

August 3 — Coss and Bybee of Mexico fame (1964) arrived. Greene, Oats Schwarzenberger, Claybourn left. Local flying only, clobbered every place. And yet Wills got to Portales. Seems to look better from Odessa. Jack Baugh got there.

August 4 — Colonel Bar from Israel arrived with Schreder's HP-11. Jack Baugh and Niemi flying Sisu. Bar up for seven and a half hours.

August 5 — Helmut Kanter on 500-km out-and-return, Baird (Skylark) on duration. Bar up locally. Baugh did speed dive in Sisu Ten — 203 mph! Reported no flutter. Talked to "Red" in Odessa from 15,000' over Marfa.

SSA Photo Display

Readers are reminded of the availability of SSA's travelling photo display. The display consists of 50 numbered 11x14-inch black and white and ten color photographs of sailplanes in flight taken by Dita and Alex Aldott. They are mounted, with captions, on 15x18-inch hardboards which have eyelets for hanging. Booking reservations (not to exceed one week) should be made through the SSA, Box 66071, Los Angeles, Calif. 90066. The booking fee is \$5.00 and two-way motor freight is generally about \$20.00. Exhibitors are responsible for damaged or missing photos; the fee is \$10.00 for B&W, \$35.00 for color prints. Viewers may order copies, as mounted, for \$10.00 each, or 8x10-inch singleweight, glossy prints for \$1.50 each. Prices for color reproductions may be obtained from S. A. Aldott, 13311 Carondolet Avenue, Chicago 60633.