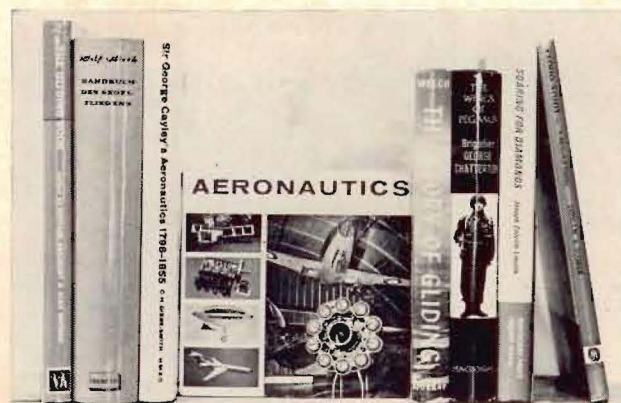


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Nationals Notes

When the Nationals' entrance list was closed on April 28 there were 75 paid and qualified entrants (see list below) and 15 committed tow-planes. At the present time there is one paid and qualified pilot on the waiting list. We offer the following observations on those scheduled to compete in the 1966 National Soaring Contest:

★ Eight are Silver-badge holders, five of whom (in addition to the required Gold-distance leg) have at least one Diamond.

★ Thirty-eight are Gold-badge pilots: 17 have one Diamond, 13 have two.

★ Twenty-seven — or just over half the country's current total of 52 — are full-Diamond pilots.

★ Fourteen are Life Members of SSA and one, Rose Marie Licher, is the first woman contestant at a U.S. Nationals in a number of years.

★ Two of the 75, Edward Makula of Poland (who will fly a Foka) and Sypko Andreae of Oakland, California (who will fly a Sagitta) are not American citizens, thus ineligible to become National Champion.

Among the more conspicuous absentees are Dick Johnson, who is recovering from the consequences of his Austria bail-out, Paul Schweizer, who has not missed a National Championships in some time, and Al Parker, who just doesn't seem to be sure he can fly a glider well enough to keep up with those other speedy fellows. Rene Comte,

who was unable to compete last year because his Diamant was on the strike-bound American Ranger, had planned to attend, but was forced to withdraw for unspecified reasons. Heinz Huth, who, it was rumored, would come to Nevada with a new AS-12 was evidently unable to obtain enough free time from work to attend both the German and American National Contests.

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 PAUL BIKLE—Lancaster, Calif.
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