

Aug. 16; Robert Saxton, M.D.; 203 mi.; from Guthrie, Okla., to Salina, Kansas; 1-26; 6:24 hr.; to earn Dia. goal and Gold dist.

Aug. 17; William Smull; 205 mi.; from Guthrie, Okla., to Salina, Kansas; 1-26; 5:48 hr.; to earn Dia. goal.

Aug. 19; Peter Newgard; 194 mi.; from Glider Valley to Dunphy, Nevada; Cherokee II; 7:10 hr.; to earn Gold dist. and complete Gold badge.

Aug. 19; Patrick Page; 194 mi.; from Glider Valley to Dunphy, Nevada; K-8B; 6:00 hr.; to earn Dia. goal, Gold dist. and complete Gold badge; made same flight the day before but barograph didn't work.

Aug. 20; Helen Dick; 225 mi.; from El Mirage to Benton Station, Calif.; Zugvogel IIIB; 6:00 hr.; to claim U.S. National feminine single-place goal record.

Aug. 20; Rose Marie Licher; 199 mi.; from El Mirage, Calif., to Yucca, Ariz.; Fauvette; 5:34 hr.; to earn Dia. goal.

Aug. 21; Richard Fellner; 181 mi.; from El Mirage to 29 Palms Vortac to Rabbit Dry Lake, Calif.; Zugvogel 3A; 6:31 hr.; try for Dia. goal.

Aug. 27; Stewart Stoddart; 191 mi.;

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from Savoy, Ill., to Coldwater, Ohio; 1-26; 5:51 hr.; to earn Gold dist.

Aug. 28; Duane Eisenbeiss; 209 mi.; from Monroe to Valdosta, Ga.; Skylark 4; 6:20 hr.; to earn Dia. goal and Gold dist.

Aug. 28; Robert D. Leonard; 189 mi.; from Winfield to Belleville, Kansas; 1-23; 5:00 hr.; to claim Dia. goal, Gold dist. and completion of Gold badge.

Sept. 3; Richard Fellner; 186 mi.; El Mirage, Calif.; contest distance task; Zugvogel 3A; 6:40 hr.

Sept. 5; Jon LeRette; 195 mi.; from El Mirage to Bishop, Calif.; 1-26; 5:08 hr.; to earn Dia. goal, Gold alt. and dist. and complete Gold badge.

Sept. 5; Richard Fellner; 240 mi.; El Mirage, Calif.; contest distance task (actual miles flown) 6:55 hr.

The following comments by Dick Georgeson on World Championship flying are reprinted from Australia Gliding

The Art of Flying Between Lift With a Minimum Loss of Height

This was something at which the Poles excelled. They would travel for miles, appearing to weave from one side of the track to the other, and sometimes drifted quite a long way off course. They would often reduce speed when they struck lift, not circling, but gliding straight through the thermal at a low speed, then accelerating again after passing through. They seemed to analyze their thermals very carefully and tended to work in height bands, say between 2000 and 4000 feet, depending on the day. There seems to be a great deal to be learned about this technique which the Poles were able to combine with pair flying.

Decision Making

When to leave the thermal and which direction to fly to the next thermal was often a muddled sort of business. From my point of view it lacked clearly defined action. The people who win contests make the fewest mistakes. The only way to overcome this is by constant cross-country flying.

In discussing this aspect with Makula, he pointed out that Wroblewski had done a total of

1400 hours of flying, the last 200 of which had been done in recent months of continued practice. Wroblewski is an electronics engineering student and got leave to practice, I understand, three months before the championships. Tasks were continually set for him and he went on major cross-country flights day after day. His decision-making and flying technique was built up to a very high degree and he became almost faultless. His aircraft was good, but there were many better. He was flying a Standard Class machine in the Open Class.

Speed Flying and Final Glide

Weakness on this particular point was suffered by all the New Zealand team members. None of us flew fast enough. This was due to the fact that we did not have enough faith that we could pick up another thermal as good as the one we had just left. This tended to make us cautious and to fly at maximum L/D instead of the speed given by our speed-to-fly indicator. On the fifth day I actually made up my mind before the task to stick religiously to the speed-to-fly technique and on this day I was making very good time until I got lost. I then wasted something like 45 minutes.

The final glide took some getting used to. The down between

thermals in England was remarkably little and there was a tendency not to believe one's computer and to stop for lift when, in fact, it was not necessary. It was common to start the final glide long before the airfield was visible and this again tended to make one overcautious. I well remember (during the practice period at Lasham) sticking with Wally Kahn on two legs of the triangle we were flying. But when it came to the final glide he had me on toast, and because he had the glide perfectly calculated he arrived twenty minutes ahead of me.

Pair Flying

The Poles were the only team that practiced this extensively. This seems to be a highly developed art, and it appeared as though one pilot may have sacrificed himself slightly for the benefit of the other.

Conclusions

Gerald Westenra believes that the next team should be chosen 12 months before they are scheduled to leave. The selected team members could then practice to the best of their ability. Think of Wroblewski, who completed something like 70 tasks during the previous year and managed another 10 to 15 just prior to the championships.