

JULY -
AUGUST
1958

Soaring

PLASTIC SAILPLANE FS-24 PHOENIX
1ST ANNUAL TULSA SKYHAWKS SOARING CONTEST
1958 WORLD SOARING CHAMPIONSHIPS
MEMORIAL DAY WEEKEND SOARING MEETS

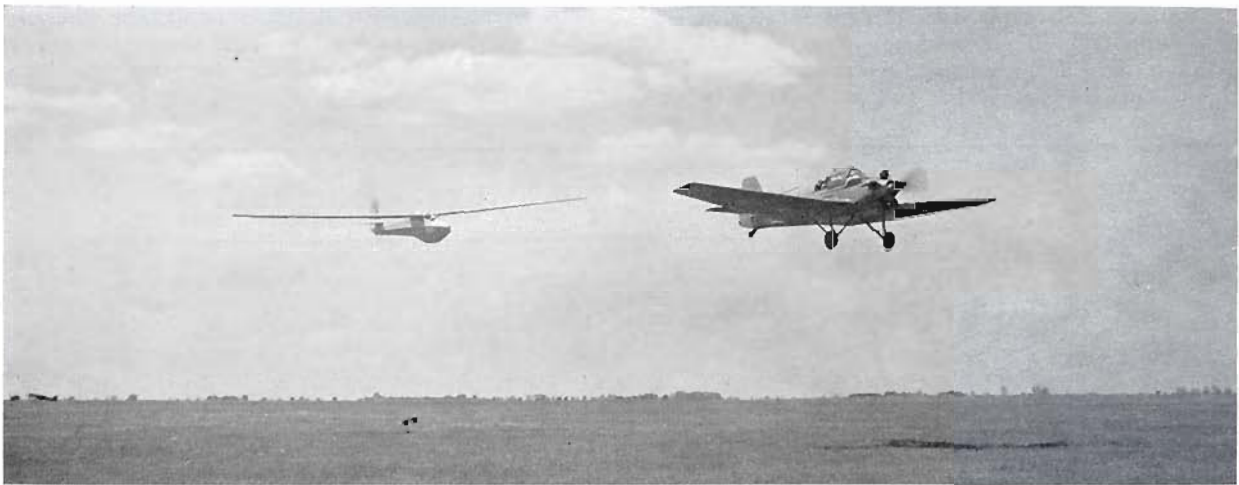


Photo: Fred Matteson

A German Zugvogel drops its dolly shortly after take-off during the World Soaring Championships at Leszno, Poland.

1958 WORLD SOARING CHAMPIONSHIPS

"Into the Wild Blue Over Yonder"

by FREDERICK H. MATTESON

At five o'clock in the morning, a sleepy group of glider pilots assembled at the "Horn Inn" at Lancaster, California, last May 28th for breakfast prior to the first leg of the trip to Leszno, Poland. This was the start; what lay ahead was sure to be a great adventure for which those assembled were fortunate enough to be a part. There were Stan Smith with his crew of the alternate pilot Ray Parker and George Lambros; Paul Bikle with Jim Robinett; Lyle Maxey with Irv Prue; Meteorologist John Aldrich; OSTIV Speaker Gus Briegleb; Team Manager John Graves and myself. Paul Bikle had been able to secure transportation for us to the East Coast in a USAF C-54. At 6:00 A.M., last goodbyes were said to families, Gus started his movie taking, and we were off. That evening we were welcomed to our port of embarkation, McGuire Air Force Base. After a night at this New Jersey base, we were to take-off and fly to Washington for a State Department briefing. After Gus had carefully taken shots of us climbing back into our trusty C-54, and we had donned parachutes and strapped ourselves in, the pilot informed us that one engine would not operate! So, after a bus trip to Trenton, the trip to Washington was made by train.

At Washington, Fritz Compton, John Nowak and Dick Johnson joined the team, and attended the briefing with Paul Schweizer and Colonel M. Giblo, who were to meet us in Leszno. In the briefing, the State Department experts gave us facts and hints on what to expect on our trip, which proved a great help to us. Our first taste of Polish hospitality came right after the briefing at the Polish Embassy, where we all enjoyed a cocktail party in elegance. This was also our first taste of Polish vodka, a powerful drink. That evening, our previous SSA President, Floyd Sweet, had us all out to his home where Mrs. Sweet served us a broiled chicken dinner. It was a wonderful send-off.

John Graves had made careful plans for the subsequent preparations. However, the very short time he had for this difficult task did not allow for many "hitches" to develop. Unfortunately, two untimely snags did occur which caused frantic measures to be taken. The first was the failure of the French to supply the tow cars for the Breguet trailers. Stan Smith had ordered a Jaguar sedan which he had intended to bring back from the meet. He reluctantly decided to press his new car into use as a tow car. Paul Bikle had a friend in Paris, Lt. Col. R. P.



Photo: Bernard J. Koszewski

The Premier of Poland, Jozef Cyrankiewicz, shakes hands with John Nowak and greets the American team during opening ceremonies.

Klein, who found a Ford station wagon which Paul would use. The second snag was the strong advice of the State Department that we not go through East Germany as we had intended. The alternative was to go through Czechoslovakia. For this trip we must get visas in Paris. Our transportation from the U.S.A. was already settled. MATS was to take the team to Paris and Frankfurt in two flights. The first left on the 30th to Frankfurt. All were to go to Frankfurt except Bikle and Smith and their crews. So Stan Smith exchanged places with Fred Matteson and went on to London in order to bring the Jaguar to Paris. The second flight left two days later. To trace the movements from here on would only lead to confusion, but I shall note some of them. Briegleb and Graves came to Paris to ready the paperwork and to secure trailer hitches and supplies for Smith and Bikle. John Aldrich rounded up the passports of those in Germany who would drive to Poland, and took them to Paris for the Czech visas. Maxey and Prue went to Bavaria to join Walter Dittel, a German pilot from whom we had rented a Zugvogel II, and who would serve on Lyle's crew. Fritz Compton and John Nowak went to Amsterdam to take the KLM flight to Poznan. John Aldrich returned to Frankfurt where he had business with the Weather Bureau. Time was soon passed for leaving in order to be in Leszno before practice started unless we drove night and day. Our original plan had been to caravan into Poland. Paul Bikle was the first ready to go and left with the French team in a caravan. Stan Smith was ready about half a day later. John Graves and Fred Matteson went to Frankfurt

The 61 competing sailplanes lined up in eight rows for take-off behind 19 towplanes.

Photo: Bernard J. Koszewski





U. S. meteorologist John Aldrich greets pilot Fritz Compton emerging from their tent.



U. S. pilot Stan Smith and crew chief Ray Parker pose with Stan's rented Breguet 901s.

and bought a Renault in which to make the trip, and were the next to make the trip through the "iron curtain." Maxey and his crew departed two days later. By the middle of the practice week, all pilots were busy doing their practice flying. The weather this week was cold and the crews were tired from their long drives. These factors were probably responsible for some of us coming down with colds. Ray Parker, amongst others, spent many hours in his cot in the tent trying to get himself back in shape for the competition to come.

The assembly of sailplanes was impressive. Never before had such an array of high-performance machines and skilled pilots joined in contest. The line-up is given in the table of scores.

Soaring conditions during the practice week were good. The practice closely paralleled operations during the contest proper in order to eliminate the rough spots. Polish techniques differed somewhat from ours, particularly in the use of 80 ft. long towlines of approximately 1/2 inch diameter! During this week, 100, 200, and 300 kilometer triangular courses were established on successive days. Many national records

were set in these events and Fritz Compton earned his Diamond goal leg by completing the 300 km. course with his little Mucha.

The contest officially opened on Sunday, June 15th, with a welcoming by the Polish premier and a wonderful air show. The glider aerobatics during this show were generally regarded as the finest we had ever seen with inverted loops and low-level maneuvers. A helicopter towing a Joskolka proved interesting, particularly when the helicopter stopped to hover, leaving the glider to dangle like a dead fish and release a few hundred feet from the ground! The show ended with an aerobatic display by groups of MIG-15's.

The battle closed on Monday, June 16th, with a goal and return race to Jelenia Gora (the Polish translation of Hirschberg, site of the old Grunau school and home of Hanna Reitsch), 115 km. (71.5 mi.) in a southwesterly direction. Tows were made to 700 meters (2300 ft.) and the starting line and turn point had to be crossed below 1000 meters (3281 ft.). The first sailplanes to dive across the starting line crossed shortly after 11:00 A.M. and the rest continued to cross for quite

some time thereafter. About four hours later, some of the sailplanes reappeared. First across was a Demant followed shortly by Lyle Maxey. Our hopes were high. Then the HKS-3 streaked in, pulled up into a thermal and continued to soar around the airport for a grandstand view of the finishes. The day was a decisive one for the meet. Twenty-one sailplanes completed the task, five being in the standard class. The U.S.A. did well with Maxey and Bikle among the successful ones. Both Compton and Smith landed at the turning point. The Finn, Horma, flying the new Pik-3c, missed the turning point as he flew over it and continued on into Czechoslovakia. When he noticed a group of Czech sailplanes in the air he realized his mistake and flew back, landing short of Leszno. This navigating error proved to be a costly one because his later outstanding flights were to bring him within grasp of the standard class crown. Standings after the first and subsequent days are indicated by numbers in parentheses immediately after the daily and cumulative scores for each pilot.

The next day, Tuesday, June 17th, a triangular course was announced. It was a 106 km. (66 mi.) one to

A Czech Demant about to take off. The World Class goal and return record is held by one of these.

Fred Matteson

Tony Deane-Drummond, a British entrant, in the Olympia 419.

Fred Matteson





Fred Matteson

U. S. pilot Fritz Compton (the tall one) with two Polish helpers and crew chief John Nowak (gaudy cap) stand by Fritz's borrowed Polish Mucha 100.



Fred Matteson

U. S. pilot Paul Bikle with crew members Ed Robinett and Dick Johnson in front of Paul's rented Breguet 901s.

Rawicz, Gostyn and return, in either direction. The weather was good and the task was therefore a race. We had seen what the Yugoslavian Meteors could do in races during practice and it looked like the fast ships would have their day. The finish line was a busy spot with thermal loads of sailplanes converging together on the white strip. Many pilots used water ballast this day and dumped it as they crossed the line, providing some photographers with spectacular pictures and others with wet lenses. This was not a day for the Americans; none of our pilots improved their standings. Stan Smith landed at the first turn point with a bell-crank failure in his dive brakes. The others completed the task. It was interesting that, in all, only four pilots failed to complete the course and all of these were in the open class!

On Wednesday, June 18th, the third contest day began. The forecast was for winds from the southwest and fairly good thermals with thundershowers in the afternoon. The task announced was a 315 km. (195 mi.) goal race to the outskirts of Warsaw. During take-offs, the sky darkened and convection weakened. Large clusters of sailplanes drifted towards the east at altitudes in the neighborhood of release. Those who

could keep out ahead of the "soup" would have a chance. Those who dropped out would not be able to use a second start. It did not take long for announcements of landings to come in; some of the leaders had fallen. As time went on, the pins on the big map began to trace a path well out in the direction of Warsaw. Before all calls were in, a thunderstorm hit Leszno doing damage to the cafe, where team captains waited anxiously, and also cutting off phone communications. When the air had cleared, the results showed that some excellent flights had been made, the furthest being to about 20 miles short of the goal by Tony Deane-Drummond in the Olympia 419. The Poles suffered — Marion Gorzelak slipped from second to 16th in the open class and Jerzy Wojnar went from second to fifth in the standard class. As a group, the American team did not fair well, but Lyle Maxey's consistently good performances were beginning to show as he moved up to tenth place. Retrieves were long and Thursday was declared a rest day.

Friday appeared to be a poor day and Saturday the weather was worse, but Sunday, June 22nd, was declared the fourth contest day. The task was set as a goal race to Ostrow, 92 km. (57 mi.) in a southeasterly direction.

Conditions were predicted as fair, improving later in the day with good lift in the clouds. Such a task appeared conducive to suicide! Luckily nobody got hurt and it proved to be a good day for us. The point spread was the greatest of the meet and the results proved very interesting. The fastest time of the day was by the Finnish pilot Horma in his standard class Pik-3c! He did it by making climbs in two clouds to good altitude. Haase was first in the open class for the third time. Lyle Maxey had his best day, picking up 937 points to put him in fifth place. Fritz Compton returned from a retrieve and made a second flight which was at a very good time and he was fourth in the standard class for the day. Tony Deane-Drummond landed just short of the goal and thus dropped from second to ninth in the standings.

John Aldrich told us that the outlook for Monday was unfavorable but that it should improve for Tuesday. Such was indeed the case with no flying on Monday and Tuesday having the appearances of a real booming day. So Tuesday, June 24th, was declared the fifth contest day, an open day. With winds from the west, it was then just a matter of getting as far from Leszno as possible without crossing the Russian

Charles Yates, of Canada, tows off in a Breguet 901s.

Fred Matteson



One of the Yugoslav Meteors (envy of many pilots) passes overhead.

Fred Matteson



border. The performances were exciting. Only seven pilots failed to make Gold C distance and ten flew Diamond C distance. The pins on the map were scattered along the Russian border. Sejstrup of Denmark flew an Olympia EON 431 km. (268 mi.)! All American pilots made good flights; however, the point spread was generally so small that our overall position did not improve and Maxey even slipped to 6th position in spite of a flight just under 300 miles, landing about ten miles from Russia! After five contest days, Haase had a 500 point lead while the next seven pilots were within 156 points of each other.

Naturally Wednesday was a rest day. It had been a hard task to make the long flights and retrieves. Some pilots were still not back by Wednesday night, and there had been a number of landing and retrieving accidents. The worst appeared to be the HKS-1 which was demolished when the trailer turned over on the road. The sailplane and the automobile repair shops worked through the night to return equipment to operable shape.

What turned out to be the last contest day was Thursday, June 26th. The prediction was for weak conditions with a wind to the northeast. The task was therefore set as distance along a fixed heading. The line was drawn from Leszno through Inowroclaw, a town lying 100 miles to the northeast. The conditions were indeed weak and it was a matter of luck whether the pilots could stay aloft. For Paul Bikle it was bad luck, and he was forced down some 25 miles out of Leszno. For the British it was good luck and their pilots placed first and second in

The new World Soaring Champion, Ernst-Gunter Haase, in his HKS-3.



Photo: Courtesy of the Embassy of the Polish People's Republic.

the open class and second and third in the standard class. Stan Smith led the American team with a flight right to the Inowroclaw airport; Lyle Maxey landed only a short distance away. It was Maxey's poorest day and he went from sixth to ninth in the standings. Friday and Saturday were rainy, which was lucky for us in that Lyle and Irv came down sick and would have been out of the air if there had been flying. With the help of Dr. Bradford Cannon, who visited the meet with his family, they were well enough to attend the closing ceremonies on Sunday. With

the awarding of prizes at the airfield and the farewell party at the Leszno house of culture, the 1958 World Soaring Championships came to a successful close.

The details of the competition have been given above and in the table of scores; however, these are just the results and the full story is far too long to tell. However, it would be an injustice to end it without some comments. First and foremost, the members of the team who were fortunate enough to go to Poland would like to thank all those who contributed towards making this trip possible. It is impossible to list all those people by name who helped, but certain groups should receive mention. The various agencies of our government cooperated as never before for an Internationals. The trans-
(Concluded on Page 23)



Adam Witek of Poland, winner of the Standard Class, in the special Mucha Standard.

Photo: Courtesy of the Embassy of the Polish People's Republic.

Lyle Maxey, as depicted by a Polish cartoonist, in the life raft prize he won stole the show during final ceremonies as a downpour began.



7th Annual World Soaring Championship

OPEN CLASS

FINAL STANDING—PILOT	COUNTRY	SAILPLANE	JUNE 16 230 KM. (143 MI.) G & R		JUNE 17 106 KM. (66 MI.) TRIANGLE			315 KM. DIST. KM.
			SPEED KMPH	DAILY PTS.	SPEED KMPH	DAILY PTS.	CUM. PTS.	
1 HAASE, ERNST	WEST GERMANY	HKS-3	55.4	1000 (1)	83.4	1000 (1)	2000 (1)	219
2 GOODHART, NICHOLAS	GREAT BRITAIN	SKYLARK III	46.9	856 (10)	63.2	673 (15)	1529 (13)	239
3 MESTAN, RUDOLF	CZECHOSLOVAKIA	DEMANT	52.4	949 (3)	71.4	806 (9)	1755 (4)	256
4 KOMAC, BOZIDAR	YUGOSLAVIA	METEOR	158 km.	390 (18)	83.1	995 (2)	1385 (14)	238
5 MAKULA, EDWARD	POLAND	JASKOLKA Z	51.2	929 (6)	73.7	843 (6)	1772 (3)	161
6 BARBERA, DANIEL	FRANCE	BREGUET 901s	52.0	942 (4)	63.2	673 (15)	1615 (8)	201
7 DEANE-DRUMMOND, A	GREAT BRITAIN	OLYMPIA 419	46.9	856 (9)	76.6	890 (3)	1746 (5)	282
8 LAUR, JACOB	WEST GERMANY	ZUGVOGEL III	49.5	900 (8)	69.6	776 (12)	1676 (6)	236
9 MAXEY, LYLE	U.S.A.	ZUGVOGEL II	51.1	927 (7)	59.9	619 (17)	1546 (12)	215
10 KUMPOST, JAROSLAV	CZECHOSLOVAKIA	SPARTAK	46.8	854 (11)	70.8	796 (11)	1650 (7)	259
11 SARADIC, ALEXANDER	YUGOSLAVIA	METEOR	39.7	734 (14)	74.9	863 (4)	1597 (9)	238
12 MARECEK, VACLAV	CZECHOSLOVAKIA	DEMANT	148 km.	365 (20)	72.8	828 (8)	1193 (18)	205
13 ARAOZ, ALBERTO	ARGENTINA	SKYLARK III	148 km.	365 (20)	65.9	717 (13)	1082 (19)	231
14 GORZELAK, MARION	POLAND	JASKOLKA Z	51.3	930 (5)	74.2	851 (5)	1781 (2)	22
15 MOLANDER, HARRY	SWEDEN	ZUGVOGEL III	46.3	846 (12)	65.8	715 (14)	1561 (11)	28
16 KUNTZ, R.	WEST GERMANY	HKS-1	147 km.	363 (22)	73.4	838 (7)	1201 (17)	255
17 FONTEILLES, R.	FRANCE	BREGUET 904	117 km.	289 (24)	54.8	537 (22)	826 (25)	201
18 YEATES, CHARLES	CANADA	BREGUET 901s	90 km.	222 (28)	54.6	533 (23)	755 (27)	209
19 HAZA, LADISLAV	CZECHOSLOVAKIA	DEMANT	36.8	684 (15)	53.9	523 (24)	1287 (16)	219
20 BURDITT, HAROLD	RHODESIA	JASKOLKA bis	35.7	666 (16)	38.5	273 (32)	939 (21)	194
21 WEISS, JEAN	FRANCE	BREGUET 901s	53.8	973 (2)	59.6	614 (18)	1587 (10)	54
22 RESCH, HANS	AUSTRIA	MG-23	115 km.	284 (25)	42.9	345 (29)	629 (28)	208
23 FUHRINGER, JOSEF	AUSTRIA	MG-23	212 km.	523 (17)	40.9	312 (31)	835 (24)	220
24 LEGENYEI, LAJOS	HUNGARY	SIRALY II	86 km.	212 (32)	71.3	804 (10)	1016 (20)	22
25 BIKLE, PAUL	U.S.A.	BREGUET 901s	43.1	791 (13)	57.3	577 (20)	1368 (15)	47
26 WIERIETIENNIKOW, M.	U.S.S.R.	JASKOLKA Z	142 km.	351 (23)	57.9	588 (19)	939 (21)	36
27 THOMSEN, AAGE	DENMARK	MU-13D	28.5 km.	70 (36)	44.6	371 (27)	441 (33)	17
28 FENNES, GEORG	AUSTRIA	MG-23	88 km.	217 (29)	42.6	339 (30)	556 (31)	40
29 OATES, GORDON	CANADA	GEIER II	151 km.	373 (19)	50.6	469 (25)	842 (23)	154
30 JEFIMIENKO, W.	U.S.S.R.	JASKOLKA Z	101 km.	249 (27)	57.0	572 (21)	821 (26)	37
31 KISELY, ERNO	HUNGARY	SIRALY II	88 km.	217 (29)	43.4	352 (28)	569 (30)	22
32 ZWIERIEW, MICHAIL	U.S.S.R.	JASKOLKA Z	79 km.	196 (34)	75 km.	76 (35)	272 (36)	99
33 HOSSINGER, ROLF	ARGENTINA	JASKOLKA bis	88 km.	217 (29)	46.1	396 (26)	613 (29)	39
34 SMITH, STANLEY	U.S.A.	BREGUET 901s	115 km.	284 (25)	38 km.	39 (36)	323 (34)	58
35 DOMMISSE, EVERT	SOUTH AFRICA	JASKOLKA bis	77 km.	190 (35)	36.8	245 (33)	435 (32)	30
36 ODA, ISAMU	JAPAN	JASKOLKA bis	28 km.	69 (37)	22 km.	22 (37)	91 (37)	33
37 WAKEMAN, WILLIAM	NEW ZEALAND	JASKOLKA bis	80 km.	198 (33)	91 km.	93 (34)	291 (35)	51

STANDARD CLASS

1 WITEK, ADAM	POLAND	MUCHA STANDART	49.1	1000 (1)	70.1	1000 (1)	2000 (1)	230
2 PERSSON, PER	SWEDEN	ZUGVOGEL IV	47.1	979 (3)	66.6	911 (4)	1890 (3)	250
3 HUTH, HEINRICH	WEST GERMANY	Ka-6BR	46.4	972 (4)	57.2	671 (9)	1643 (4)	219
4 HORMA, JUHANI	FINLAND	PIK-3c	141 km.	485 (11)	50.7	506 (12)	991 (12)	230
5 TANDEFELT, HARALD	FINLAND	Ka-6	34.1	845 (5)	51.6	529 (11)	1374 (6)	251
6 WOJNAR, JERZY	POLAND	MUCHA STANDART	47.3	981 (2)	68.3	954 (3)	1935 (2)	32
7 GOODHART, TONY	GREAT BRITAIN	OLYMPIA 415	122 km.	420 (13)	59.8	737 (7)	1157 (8)	211
8 STEPANOVIC, WASILIJE	YUGOSLAVIA	ILINDENKA	142 km.	489 (10)	55.8	636 (10)	1125 (9)	205
9 LABAR, CAMILLE	FRANCE	BREGUET 905-01	75 km.	258 (24)	57.7	684 (8)	942 (14)	227
10 TOUTENHOOFD, WILLEM	HOLLAND	SKYLARK II	161 km.	554 (6)	50.1	490 (13)	1044 (11)	81
11 OPITZ, NANDER	HUNGARY	STANDARD-FUTAR	103 km.	355 (20)	46.2	391 (16)	746 (17)	172
12 RAIN, ZVONIMIR	YUGOSLAVIA	ILINDENKA	145 km.	499 (8)	69.7	990 (2)	1489 (5)	49
13 WILLS, PHILIP	GREAT BRITAIN	SKYLARK II	87 km.	296 (23)	61.6	783 (5)	1079 (10)	40
14 SILESMO, IRVE	SWEDEN	ZUGVOGEL IV	158 km.	544 (7)	61.4	778 (6)	1322 (7)	33
15 GONCZARENKO, WIKTOR	U.S.S.R.	MUCHA 100	115 km.	396 (15)	43.4	320 (18)	716 (18)	141
16 COMPTON, FRANCIS	U.S.A.	MUCHA 100	115 km.	396 (15)	48.5	450 (15)	846 (15)	38
17 SEJSTRUP, NIELS	DENMARK	EON OLYMPIA	107 km.	366 (19)	45.7	378 (17)	744 (16)	167
18 SADOUX, JUAN	ARGENTINA	SKYLARK II	115 km.	396 (15)	39.2	213 (22)	609 (22)	206
19 XHAET, ANDRE	BELGIUM	MUCHA 100	117 km.	403 (14)	39.0	208 (23)	611 (21)	86
20 PETERSEN, MORGENS	DENMARK	Ka-6	143 km.	492 (9)	48.7	455 (14)	947 (13)	94
21 LAFOSSE, PIERRE	BELGIUM	Ka-6B	130 km.	447 (12)	40.0	233 (21)	680 (19)	33
22 FRIIS, JORGEN	DENMARK	EON OLYMPIA	88 km.	303 (22)	42.7	302 (19)	605 (23)	27
23 KAAJ, JOHANNES	HOLLAND	SKYLARK II	115 km.	396 (15)	40.7	251 (20)	647 (20)	18
24 BROWN, DONALD	AUSTRALIA	MUCHA 100	91 km.	313 (21)	38.0	182 (24)	495 (24)	64

Relationships — Table of Scores — 1958

JUNE 18 M. (195 MI.) Goal Race			JUNE 22 92 KM. (57 MI.) Goal Race			JUNE 24 OPEN DAY			JUNE 26 DISTANCE ALONG A LINE		
DAILY PTS.	CUM. PTS.	PILOT	SPEED KMPH	DAILY PTS.	CUM. PTS.	DIST. KM.	DAILY PTS.	CUM. PTS.	DIST. KM.	DAILY PTS.	CUM. PTS.
778 (11)	2778 (1)	HAASE	86.8	1000 (1)	3778 (1)	514	959 (4)	4737 (1)	191	914 (5)	5651 (1)
848 (5)	2377 (7)	GOODHART, N.	70.2	836 (7)	3213 (7)	514	959 (4)	4172 (5)	209	1000 (1)	5172 (2)
908 (3)	2663 (3)	MESTAN	54.1	677 (18)	3340 (2)	469	875 (13)	4215 (2)	190	909 (6)	5124 (3)
844 (6)	2229 (11)	KOMAC	86.1	993 (2)	3222 (6)	529	987 (2)	4209 (3)	190	909 (6)	5118 (4)
571 (20)	2343 (8)	MAKULA	81.8	951 (3)	3294 (4)	488	911 (11)	4205 (4)	180	861 (10)	5066 (5)
713 (17)	2328 (9)	BARBERA	70.2	836 (7)	3164 (8)	495	924 (7)	4008 (7)	190	909 (6)	4997 (6)
1000 (1)	2746 (2)	DEANE-DRUMMOND	86 km.	278 (29)	3024 (9)	490	914 (10)	3938 (9)	206	986 (2)	4924 (7)
837 (8)	2513 (5)	LAUR	67.3	807 (11)	3320 (3)	396	739 (22)	4059 (8)	179	857 (12)	4916 (8)
762 (13)	2308 (10)	MAXEY	80.5	937 (5)	3245 (5)	468	873 (14)	4118 (6)	160	766 (20)	4884 (9)
918 (2)	2568 (4)	KUMPOST	70 km.	226 (31)	2794 (11)	536	1000 (1)	3794 (11)	202	967 (3)	4761 (10)
844 (6)	2441 (6)	SARADIC	47 km.	152 (34)	2593 (15)	529	987 (2)	3580 (14)	177	847 (17)	4427 (11)
727 (16)	1920 (14)	MARECEK	80 km.	258 (30)	2178 (22)	492	918 (8)	3096 (18)	202	967 (3)	4063 (12)
819 (9)	1901 (15)	ARAOZ	24.9	389 (26)	2290 (19)	446	832 (18)	3122 (17)	190	909 (6)	4031 (13)
78 (34)	1859 (16)	GORZELAK	68.4	818 (10)	2677 (14)	261	487 (35)	3164 (16)	178	852 (16)	4016 (14)
99 (33)	1660 (18)	MOLANDER	56.9	705 (17)	2365 (16)	450	840 (16)	3205 (15)	153	732 (22)	3937 (15)
904 (4)	2105 (12)	KUNTZ	70.8	842 (6)	2947 (10)	514	959 (4)	3906 (10)			3906 (16)
713 (17)	1539 (21)	FONTEILLES	62.1	756 (13)	2295 (18)	393	733 (24)	3028 (20)	179	857 (12)	3885 (17)
741 (14)	1496 (23)	YEATES	63.6	771 (12)	2267 (20)	394	735 (23)	3002 (21)	180	861 (10)	3863 (18)
778 (11)	2065 (13)	HAZA	52.7	663 (20)	2728 (12)	492	918 (8)	3646 (12)	44	211 (30)	3857 (19)
688 (19)	1627 (19)	BURDITT	58.0	716 (16)	2343 (17)	377	703 (26)	3046 (19)	135	646 (25)	3692 (20)
191 (24)	1778 (17)	WEISS	81.3	946 (4)	2724 (13)	477	890 (12)	3614 (13)			3614 (21)
738 (15)	1367 (25)	RESCH	61.4	749 (14)	2116 (23)	270	504 (34)	2620 (24)	179	857 (12)	3477 (22)
780 (10)	1615 (20)	FUHRINGER	45.2	589 (21)	2204 (21)	417	778 (21)	2982 (22)	78	373 (29)	3355 (23)
78 (34)	1094 (26)	LEGENYEI	42.8	566 (22)	1660 (25)	449	838 (17)	2498 (25)	175	837 (18)	3335 (24)
167 (26)	1535 (22)	BIKLE	42.7	565 (23)	2100 (24)	425	793 (20)	2893 (23)	41	196 (31)	3089 (25)
128 (30)	1067 (27)	WIERTIENNIKOW	87 km.	281 (28)	1348 (29)	431	804 (19)	2152 (27)	130	622 (27)	2774 (26)
60 (37)	471 (36)	THOMSEN	69.3	827 (9)	1298 (30)	316	590 (31)	1888 (30)	157	751 (21)	2639 (27)
142 (27)	698 (30)	FENNES	34.9	488 (25)	1186 (31)	304	569 (33)	1753 (31)	179	857 (12)	2610 (28)
546 (21)	1388 (24)	OATES	65 km.	210 (32)	1598 (26)	466	870 (15)	2468 (26)			2468 (29)
131 (29)	952 (28)	JEFIMIENKO	37 km.	120 (36)	1072 (32)	305	569 (32)	1641 (32)	148	708 (24)	2349 (30)
78 (34)	647 (31)	KISELY	58.3	719 (15)	1366 (28)	390	728 (25)	2094 (28)	38	182 (33)	2276 (31)
351 (22)	623 (32)	ZWIWIEW	89 km.	288 (27)	911 (33)	377	703 (26)	1614 (33)	131	627 (26)	2241 (32)
138 (28)	751 (29)	HOSSINGER	54.1	677 (18)	1428 (27)	323	603 (30)	2031 (29)	15	72 (34)	2103 (33)
206 (23)	529 (34)	SMITH	47 km.	152 (34)	681 (36)	327	610 (29)	1291 (35)	162	775 (19)	2066 (34)
106 (32)	541 (33)	DOMMISSE	63 km.	204 (33)	745 (34)	190	355 (36)	1100 (36)	149	713 (23)	1813 (35)
117 (31)	208 (37)	ODA	39.1	529 (24)	737 (35)	377	703 (26)	1440 (34)	41	196 (31)	1636 (36)
181 (25)	472 (35)	WAKEMAN	0 km.	0 (37)	472 (37)	110	205 (37)	677 (37)	126	603 (28)	1280 (37)
916 (3)	2916 (1)	WITEK	44.7	383 (18)	3299 (2)	517	996 (3)	4295 (1)	179	937 (3)	5232 (1)
996 (2)	2886 (2)	PERSSON	52.7	498 (13)	3384 (1)	454	875 (9)	4259 (2)	158	827 (11)	5086 (2)
872 (6)	2515 (3)	HUTH	66.5	697 (3)	3212 (3)	420	809 (14)	4021 (3)	191	1000 (1)	5021 (3)
916 (3)	1907 (8)	HORMA	87.5	1000 (1)	2907 (5)	519	1000 (1)	3907 (4)	179	937 (3)	4844 (4)
1000 (1)	2374 (4)	TANDEFELT	57.4	566 (8)	2940 (4)	470	906 (7)	3846 (5)	158	827 (11)	4673 (5)
127 (22)	2062 (5)	WOJNAR	70.4	753 (2)	2815 (6)	462	890 (8)	3705 (6)	162	848 (9)	4553 (6)
841 (7)	1998 (6)	GOODHART, T.	56.0	546 (11)	2544 (7)	480	925 (5)	3469 (7)	183	958 (2)	4427 (7)
817 (9)	1942 (7)	STEPANOVIC	56.8	557 (10)	2499 (8)	386	744 (16)	3243 (8)	177	927 (6)	4170 (8)
904 (5)	1846 (9)	LABAR	44.3	377 (19)	2223 (10)	433	834 (10)	3057 (10)	175	916 (8)	3973 (9)
323 (15)	1367 (15)	TOUTENHOOFD	58.5	582 (7)	1949 (11)	431	831 (11)	2780 (12)	176	922 (7)	3702 (10)
685 (10)	1431 (13)	OPITZ	48.8	442 (16)	1873 (13)	518	998 (2)	2871 (11)	135	707 (17)	3578 (11)
195 (17)	1684 (10)	RAIN	60.5	611 (6)	2295 (9)	413	796 (15)	3091 (9)	58	304 (22)	3395 (12)
159 (18)	1238 (18)	WILLS	38.5	293 (20)	1531 (17)	473	911 (6)	2442 (17)	179	937 (3)	3379 (13)
131 (20)	1453 (11)	SILESMO	91 km.	165 (21)	1618 (16)	517	996 (3)	2614 (15)	141	738 (15)	3352 (14)
562 (12)	1278 (17)	GONCZARENKO	61.2	621 (5)	1899 (12)	385	742 (17)	2641 (14)	134	702 (18)	3343 (15)
151 (19)	997 (19)	COMPTON	62.8	644 (4)	1641 (15)	428	825 (13)	2466 (16)	149	780 (13)	3246 (16)
665 (11)	1439 (12)	SEJSTRUP	46.1	403 (17)	1842 (14)	431	831 (11)	2673 (13)	41	215 (23)	2888 (17)
821 (8)	1430 (14)	SADOUX	36 km.	65 (24)	1495 (19)	360	694 (18)	2189 (18)	133	696 (19)	2885 (18)
343 (14)	954 (20)	XHAET	57.4	566 (8)	1520 (18)	253	488 (23)	2008 (20)	159	833 (10)	2841 (19)
374 (13)	1321 (16)	PETERSEN	48 km.	87 (23)	1408 (20)	316	609 (21)	2017 (19)	141	738 (15)	2755 (20)
131 (20)	811 (21)	LAFOSSE	51.4	479 (14)	1290 (21)	339	653 (19)	1943 (21)	143	749 (14)	2692 (21)
108 (23)	713 (24)	FRIIS	54.2	520 (12)	1233 (22)	333	642 (20)	1875 (22)	127	665 (20)	2540 (22)
72 (24)	719 (23)	KAAY	50.7	469 (15)	1188 (23)	247	476 (24)	1664 (23)	126	660 (21)	2324 (23)
255 (16)	750 (22)	BROWN	66 km.	120 (22)	870 (24)	296	570 (22)	1440 (24)	37	194 (24)	1634 (24)

WEST WORDS

(Concluded from Page 21)

every member of the Selvidge and Sharp families will soon be a pilot.

But among the most interesting of the new sailplanes is the all wood tee tail design being built by that master wood craftsman, Ray Parker. Typical of designers, Ray declines to allow a photograph to be printed until the ship is flying so we'll do our best to give you a word description.

As you walk into Ray's garage the first thing you notice is the tee tail. In fact, if you aren't careful, you may hit it with your head. The vertical stabilizer is swept for increased moment arm. The tail height is 54½ inches. The empennage installation is permanent and therefore the stabilizer span is restricted. Thus the tee tail type of construction has been used for greater tail efficiency.

As we move along the fuselage, Ray tells us that the plywood covering is 3/32" thick and will have one coat of fibreglass. The construction has been made strong enough to withstand the ground handling that can damage so many high performance sailplanes.

In the cockpit area we notice that the control cables to the tail have been installed. A gentle pull on each cable reveals that they are almost friction free. The nose area has not yet been built but will be a fibreglas mold with symmetric curves so the same mold can be used for both sides. The fuselage length will be 19 feet. A tennis ball system will probably be used with the skid to absorb shock.

The ship is designed as an all purpose sailplane and thus a sacrifice in aerodynamics will be made by the installation of high speed brakes on both the top and the bottom surfaces of the wing for blind flying. The wings have not yet been started but Ray has a good idea of their design. The span will be 50 feet with an aspect ratio of about 20 and a straight taper. There probably will be no twist for better high speed performance. L/D is expected to be 38. The most interesting figure of all is that Ray is working with an efficiency factor of 92%. The wing loading is expected to be five lbs. per sq. foot. The empty weight is planned for 375 lbs. Stall speed will probably be around 42 mph.

Ray has been working about two hours a night and four out of five

weekends for nine months. At this rate he hopes to have the sailplane completed about 18 months after his return from the Internationals. This sailplane promises to be one of the most beautiful looking and flying ships we have ever seen.

Ray is using a fibreglas cover over his plywood. He believes that in the future the new resins that are available will open up a new potential in sailplane design and construction.

The present series of "West Words" ends with this issue. It is felt that more nationwide news coverage is desirable. Thus, beginning with the next issue, interesting items from Club publications will be gathered and presented here for you. If you have any news items or pictures of National interest, be sure to send them in to your editor.

EDITORIAL

(Concluded from Inside Cover)

and the above comments are only for the purpose of encouraging more support for the future.

The OSTIV Congress, held in conjunction with the International, is steadily increasing its contributions to the technical and scientific side of motorless flight. However, only two American papers were presented in the Technical session. It seems that we should take more active part in this worthwhile organization. The creation of the Standard Class and the competition sponsored by OSTIV for the best Standard Class sailplane added much to the interest and the success of the 1958 Internationals. Let's Start Getting Ready for 1960!

WORLD CHAMPIONSHIPS

(Concluded from Page 13)

portation by Edwards AFB and MATS aircraft absorbed the largest item of expense for the trip. The assistance of our embassies in Paris, Prague, and Warsaw, the many favors that Col. Klein and his staff gave us in Paris, the use of U.S. hotels in Europe, the services of Col. Giblo and Captain John Donahoe throughout the trip were examples of help from American governmental people, without which it would have been impossible.

We learned many lessons from this meet. If we are to win in future championships we must take heed of these lessons. We were far too late in getting started this time. The

amount of planning to arrange rental of equipment; get the team outfitted; get it organized; secure passports, visas and carnets; and the task of communicating with all concerned in order to get such an expedition behind the "Iron Curtain" was all that could be completed in the short time allowed. Jacqueline Cochran has aroused the aircraft industry to the plight of the various amateur flying groups in international competition and is working towards funding for the future. Such a fund would simplify the job of organizing future teams to a great extent.

Competition was the toughest I have ever seen — soaring is a very popular sport in Poland and other European countries. Pictures of the new machines will appear in SOARING magazine; many of these reflect the work of well financed research and technical groups.

The response to the standard class was very strong. Champions such as Wills, Persson and Rain were flying standard class. The type of machine flown was undoubtedly much cheaper, but not greatly inferior to the open class machines at the meet. The fact that the standard class machines always had take-offs after the open class during the meet probably reflects even more favorably their performances when making comparisons.

One of the most commonly asked questions I've noticed since returning is in regards to the friendliness of the Polish people. I am happy to say that we were not prepared for the overwhelming reception we received wherever we went. It was fortunate that we had John Nowak and Col. Giblo with us who could speak to the people wherever they might be in order to transmit the greetings and friendliness of the Polish people, who were our hosts, to us and to American friends and relatives in this country.

TEAM FUND CONTRIBUTORS

Additional contributors to the U.S. team fund since the listing in the May-June SOARING are:

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