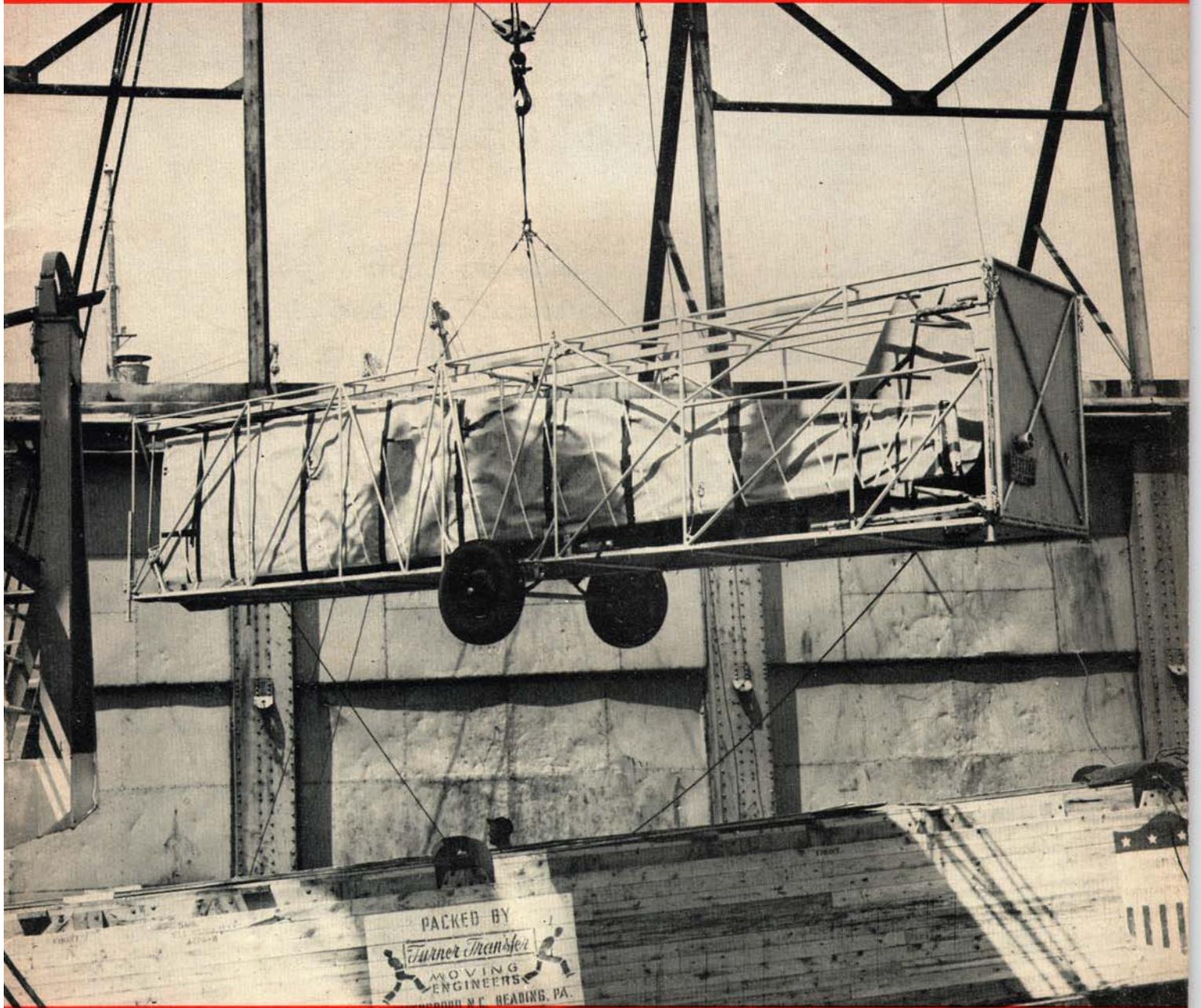


Soaring

July-
August
1952



America Goes to Spain Aboard the S. S. Exochorda

THE JOURNAL OF MOTORLESS FLIGHT

THE 1952 WORLD SOARING CHAMPIONSHIPS

By **WALTER. SETZ**
Member of American Team to Spain

From the standpoint of pure physical enormity the '52 International was the largest soaring contest ever held. Several German nationals had more entries and a number of contests on both sides of the Atlantic have turned in more impressive results, but, in the over-all picture, this meeting topped them all. There certainly has never been gathered at one time and place such a concentration of the World's leading sailplanes, pilots and authorities on motorless flight. It is problematic that the Madrid scene will ever be repeated as many participants and experienced observers felt that the crest of the "maximum productivity" curve had been severely pressed.—at least it was quite generally conceded that no other country could mount a contest embracing such ambitious facilities.

No attempt will be made in this writing to describe in detail the aircraft and equipment of the contestants. For the first time post-war sailplane designs have shown a definite superiority in Internationals over the pre-war single-seaters. The Slingsby Sky-3 of the first 4 places—did admirably. The venerable Weihe could place no higher than tenth place. In the 2-seater category the old, Kranich II still makes an impression; — possibly because the newer sailplanes are largely advanced trainers. It should be noted, however, that more so than any other large contest the supporting equipment figured significantly in the performance of entrants. Marginal or deficient highways, vehicles, communication and meteorological information exacted a severe toll on the ill-equipped. Of all teams the French were fitted-out the best. The British were a close second. Of all teams numbering 3 or more entrants the U. S. was the poorest equipped—primarily in the ground support aspect. The non-American soaring fraternity in general and the Press in particular were very surprised to see—after so many years of superbly equipped military and civil units the world over—the deficiencies in the U. S. team.

The two weeks immediately preceding the Championships were quite unusual for an International in that virtual unlimited practice at the Contest site by all pilots was permitted. In fact, some pilots earned Golden C legs during this period. Although the U. S. was never advised of this concession it would have had no significance as the U. S. sailplanes could not reach Spain before June 30th in any case. However, it cannot be denied that advance cross-country flights from Cuatro Vientos were a definite advantage for those fortunate enough to make them. It should be added that the principal nations employed their own, as well as Spanish, tow-planes up to July 1st.

Impressive opening ceremonies were held on the airport on June 30th. Each team captain raised the colors of his nation as the pilots and crew members stood by. The U. S. delegation was sadly depleted as most of the men were occupied at that moment in unloading the sailplanes in Barcelona. The remainder

of that day, July 1st and 2nd were devoted to indoctrination in launching procedures, final aircraft "tune-up," etc.—measures quite unnecessary for those who had been operating out of Cuatro Vientos for the previous week or two. The U. S. equipment arrived in Madrid very late in the evening on July 1st after a most rigorous journey from Barcelona. By that time we knew that ground retrieving would be not only difficult but actually physically painful—not to mention extremely slow. The tow-cars supplied by Spain, literally the only available vehicles, were preeminently unsuited for contest retrieving. The only member of the U. S. team who could derive any satisfaction from the Unimogs (the Spanish tow-cars) at this point was our radio specialist, Dick Ball. They had 12-volt systems and were diesel powered.

On the afternoon of July 2nd the 2 1-23's each made a short practice flight. It should be mentioned that Bill Beuby, flying a Spanish Kranich II, made several short flights the week previous. He then completed a "clean-up" program to his sailplane that attracted considerable attention. The modified Kranich with Bill and Shelly Charles aboard was airborne on the 2nd. Stan Smith was totally occupied in repairing his trailer. Also on this day the Contest Organization demonstrated their "mass" take-off operation with tows going off every 10 to 15 seconds. It was very impressive but not to the liking of the team captains. Time was altered to space launchings at 30-second intervals. Throughout the Contest a compulsory rotational take-off system was employed for the first round of launchings each day. If 2nd or 3rd launchings were needed the demand system was applied after the first round was completed. The take-off positioning of sailplanes was quite confusing but the physical complexity of launching so many ships in so short a period of time left little choice.

The first Contest day, July 3rd, dawned bright and clear—standard central Spanish weather. The met. briefing was not too concise but in view of a Class I task (distance) no great concern was felt. Passage over Madrid of a front was predicted for the afternoon. The drawing for take-off positions was predicted for the afternoon. The drawing for take-off positions placed Philip Wills in the No. 1 spot. Not only was this most appropriate—Wills is the only pilot who has competed in all Internationals—but it turned out to be quite prophetic. Dick Johnson was scheduled for an early take-off but his tow loop failed before he started rolling and he had to wait until all others were launched. Stan Smith did not fly this day as his trailer was still out of commission.

Not long after the last sailplane got away some landing reports started coming in. But of even more concern was the passing of an extremely violent front late in the afternoon that caused considerable alarm. This wind-shift, with substantial gusts, re-

sulted in damaging a number of sailplanes. Several others, including the RJ-5, were damaged in landings on rough terrain. Pierre, France, in the Castel-Mauboussin 8-15, made the best distance, 186 miles. Gildermyn, Belgium, with his Czech Sohaj did 184 miles. Beuby and Charles, by a handsome margin, exceeded all other 2-seaters with a 166-mile flight. Among the single-seaters MacCready was 7th, Schweizer 9th and Johnson 16th.

July 4th was a rest day wherein all Yanks that weren't retrieving made a point of reminding all available British of the significance of the date. That evening many of us attended the traditional party of Americans at the Embassy.

The weather briefing on the morning of July 5th was very confusing. Goal flight of pilot's choice was the task. Even up to take-off our men were not particularly convinced of predictions. Beuby and Charles came back, filed a new goal and took off again. It was a bad day for the U. S. Our men went SW, SE and NW when the best flights were made to NE. We sure needed a meteorologist, but, lacking that we would have done better by ignoring the briefing. The performance of several "unenlightened" pilots proved this. Again Pierre excelled by reaching his goal at 180 miles. Wills and Stephenson were tied for 2nd place in points for the day. Our single-seaters were in the middle 30s (Johnson didn't fly). Beuby and Charles were 13th out of 18 2-seaters. In this category Juez, Spain, was first by a staggering margin in making his goal at Zaragoza.

July 6th was a rest day.

July 7th, Class III task (speed). The goal was an airport 77 miles to NE from Cuatro Vientos. Philip Wills made the best time, 55 m.p.h. MacCready was second with 53 m.p.h., Forbes of England, third, 51 m.p.h., Smith 12th, Schweizer 13th (Johnson didn't fly). In the 2-seater category Frowein of Germany was first, Beuby and Charles second, Juez third.

July 8th was the first day we put all 5 U. S. ships in the air. The task was distance. Feddersen, Denmark, did best, Pirat Gehriger of Switzerland second, Wills third, MacCready was 11th, Johnson 16th, Smith 26th and Schweizer 29th. In the 2-seaters Kahva, Finland, was first, Hannah Reitsch 2nd, Beuby and Charles 3rd.

July 9th was a rest day.

July 10th, the last Contest day, was a speed task to the same goal employed on July 7th. In the single-seater category we looked pretty good. Johnson first by an impressive margin, 66.9 m.p.h., MacCready second, 55.5 m.p.h., Smith 7th at 49.1 m.p.h., and Schweizer 8th, 49.0 m.p.h. Dick's performance this day sure lifted a lot of doubts as to whether he and RJ-5 were of record caliber. In the 2-seaters the story was reversed. Beuby didn't make the goal. Vicent of Spain was first, Juez second and Ziegler of Germany third.

It is unfortunate that there were not more contest days. Five flights still permits an appreciable "luck factor" to prevail. Although soaring conditions were generally below what we expected to find in Spain it was entirely possible to make qualifying

flights every day. There was a tendency by a few nations to hold flying to the very best days only. On the one hand it is not necessary for the "Champion" to break a record to prove himself but he most certainly should be able to demonstrate his ability under marginal conditions.

The performance of Philip Wills was indeed noteworthy. There certainly can be no question of his right to the title. Whereas it was stated that "luck" could be an important factor in the Championships Philip's record contradicts this logic. Juez, 2-seater Champion, also showed a consistent performance to gain his title.

Where was the U.S.? Let's do a bit of "soul-searching." As mentioned above we were deficient in several items. (1) We arrived too late to practice in Spain; (2) We had no meteorologist; (3) We lacked suitable ground transportation; (4) Our radio equipment was never "brought to bear" throughout the Contest. All of these shortcomings were purely our own responsibility. Probably the only problem that wasn't totally our own affair was the lack of interpreters. But all non-Spanish speaking nations shared this shortcoming equally. Breaking down the above deficiencies; — (1) Our tardiness was strictly our own doing, and, in the over-all we saved only a few dollars by just making the opening date. (2) and (3) We were well aware of in advance and they both constituted expenditures considerably beyond our capabilities. It's the old story, we just don't achieve the position that motorless flying enjoys in other countries. Our radio deficiency, (4), was a combination of "self-inflicted" tardiness and inadequacy of ground transportation.

Extrapolating the above and beaming same thru a crystal ball by way of "guesstimating" where the U. S. could have stood in the final standings doesn't necessarily give rise to rejoicing. Our final positions might have thus been better but the two Champions still look perfectly secure from here. Just because we have a couple records doesn't preclude top performance in an International. The records are probably more complimentary to the real estate in and around Texas and Bishop rather than to superior aircraft or airmanship. Competitive soaring is a far cry from "expeditionary" efforts. Some of our people aren't sufficiently aware of the excellent capabilities of pilots and sailplanes outside the U.S. Against the World's best we're just "one of the boys."

Now for a word on the organization and execution of the '52 Championships. All three previous Internationals were held in countries experienced in putting on large contests. World Championships require a staggering amount of planning, preparation, facilities and personnel. Spain undertook this meeting with a limited background in this sort of event. In addition, more was offered than has been in the case in the past. There were spots where the going was a bit rough. Many of these occasions were related to language difficulties. The Real Aero Club certainly went to tremendous extremes to meet the wishes of the pilots. One widely expressed criticism, also voiced in '50 at Orebro, was the virtual impossibility for crewmen and pilots of all the nations to get together informally. Many participants con-

(Continued on Page 14)

OFFICIAL CONTEST RESULTS

International Championships — Spain 1952

SINGLE-PLACE COMPETITION

POINTS FOR EACH CONTEST DAY (Not Date)

Place	Name	Country	1st	2nd	3rd	4th	5th	Points
1	Wills	Inglaterra	673	943	1,000	963	754	4,333
2	Pierre	Francia	1,000	1,000	624	713	711	4,048
3	Forbes	Inglaterra	862	637	893	926	725	4,043
4	Cuadrado	Argentina	823	776	666	926	662	3,853
5	Gehriger	Suiza	979	424	771	975	637	3,752
6	McCready	EE. UU.	793	137	974	865	802	3,569
7	Ordemann	Holanda	749	776	890	779	238	3,432
8	Kuhn	Suiza	849	159	860	811	668	3,347
9	Welch	Inglaterra	619	360	851	766	542	3,138
10	Ara	Espana	776	599	588	475	682	3,120
11	Stephenson	Inglaterra	320	943	630	926	296	3,115
12	Haase	Alemania	649	424	699	902	332	3,006
13	Waghorn	Australia	629	424	540	870	532	2,995
14	Ortner	Argentina	756	615	484	496	604	2,955
15	Saari	Finlandia	706	424	466	541	668	2,805
16	Tandefelt	Finlandia	733	424	597	820	206	2,780
17	Salinas	Espana	706	249	526	541	689	2,711
18	Schweizer	EE. UU.	763	37	639	520	704	2,663
19	Gildemyn	Belgica	986	424	478	164	601	2,653
20	Nilsson	Suecia	619	318	660	766	260	2,623
21	Landi	Francia	416	125	621	709	739	2,610
22	Fedderson	Dinamarca	500	424	654	1,000	0	2,578
23	Lof	Suecia	623	321	0	938	672	2,554
24	Johnson	EE. UU.	699	0	0	775	1,000	2,474
25	De Lassageas	Francia	426	276	511	885	361	2,459
26	Hoinville	Australia	636	424	0	766	565	2,391
27	Gasnier	Francia	509	146	409	770	537	2,371
28	Nunez	Espana	629	215	520	393	608	2,365
29	Brigliadori	Italia	410	424	576	504	361	2,275
30	Fairlander	Suiza	410	424	526	770	141	2,271
31	Smith	EE. UU.	0	159	653	545	707	2,064
32	Bazet	Argentina	626	130	486	779	0	2,021
33	Marbleu	Francia	360	125	539	553	338	1,915
34	Lasch	Surafica	736	305	0	656	172	1,869
35	Pow	Canada	667	326	73	291	443	1,800
36	Koskinen	Finlandia	486	424	517	129	193	1,749
37	Boudreault	Canada	400	125	20	90	652	1,287
38	Rodrigues	Brasil	360	46	432	164	126	1,128
39	Munch	Brasil	613	0	0	0	0	613



TWO-PLACE COMPETITION

POINTS FOR EACH CONTEST DAY (Not Date)

Place	Name	Country	1st	2nd	3rd	4th	5th	Points
1	Juez	Espana	700	1,000	917	565	982	4,164
2	Frowein	Alemania	828	185	1,000	749	850	3,612
3	Reistch	Alemania	697	448	879	942	466	3,426
4	Mantelli	Italia	689	448	882	752	443	3,214
5	Kahva	Finlandia	749	448	816	1,000	133	3,146
6	Beuby	EE. UU.	1,000	149	975	870	114	3,108
7	Kenske	Alemania	565	146	687	637	862	2,897
8	Rasmussen	Dinamarca	764	448	889	421	288	2,810
9	Vicent	Espana	498	448	676	152	1,000	2,774
10	Kamil	Egipto	697	232	244	537	827	2,543
11	Ziegler	Alemania	779	361	7	477	893	2,517
12	Jensen	Dinamarca	700	357	58	457	822	2,394
13	Koek	Holanda	247	448	718	806	0	2,219
14	Rautio	Finlandia	712	448	119	200	425	1,904
15	Jeffery	Canada	131	84	589	381	233	1,418
16	Guerrini	Italia	453	0	0	493	210	1,156
17	Haydn	Noruega	404	8	163	257	78	910



Co-queens June Anderson and Jeanne Wolfe present the Lane Trophy to Rudolph Opitz at Wright Memorial Contest.

● 1952 Championships

(Continued from Page 5)

sider this point on a par with the actual flying competitions. Future Internationals should stress this more than the past two have.

The fact that so many SSA members attended the '52 Championships serves the additional purpose that any thoughts or plans we may have regarding an International in the States will be advantageously conditioned by the experiences of our group in Spain. The latter will certainly admit a scaled-up National will fall far short of the requirements of a World Championship.

At all soaring meets the pilots are respectively praised-or damned—depending on their performances. Crewmen are all-to-often neglected. This was a particularly tough meet, not only for pilots but equally so for crews. They did an excellent job. Crew chiefs Earl Bailey, Tom Eaton, Doc MacCready, Hugh Whitney and Kirk Harris deserve particular mention. Dick Ball, with his overwhelming radio problems, never gave up in spite of a virtual absence of assistance necessitated by our shortage in manpower. Ernie Schweizer and Doug Craig kept up their good spirits and hard work throughout days and nights of practically no rest. Our two Austrians, Hans Stollberger and Ervin Anthofer, with their limitless energy and excellent knowledge of sailplanes served us to good advantage. Our five Spanish Unimog drivers hung on nobly despite a pace that would have bushed any G.I.

As Team Captain I am particularly proud of our Team. Due to my position I was exposed to a maximum in relations between ourselves, the Spanish Or-



Above is emblem of the American Team in Spain. It was designed by Frank Hurtt and was used on all of the American entries in the International Contest in Spain. It is printed in red, white and blue and makes a striking appearance. The officers of SSA would like to have an expression from SSA members about whether they would like to have this emblem adopted as the official Soaring Society of America emblem. If you have an opinion on the subject address a postcard to Paul Schweizer, secretary of SSA, Box 71, Elmira, New York.

ganization and the other Teams. Both in and out of meetings I heard only complimentary statements of our personnel. We were somewhat short of the Championship level in flight performance but the SSA is not only recognized but highly esteemed in the thoughts and minds of the World soaring fraternity.

SAILPLANE AND GLIDER

★ The original British Journal entirely devoted to Gliding and Uultra Light Aircraft.

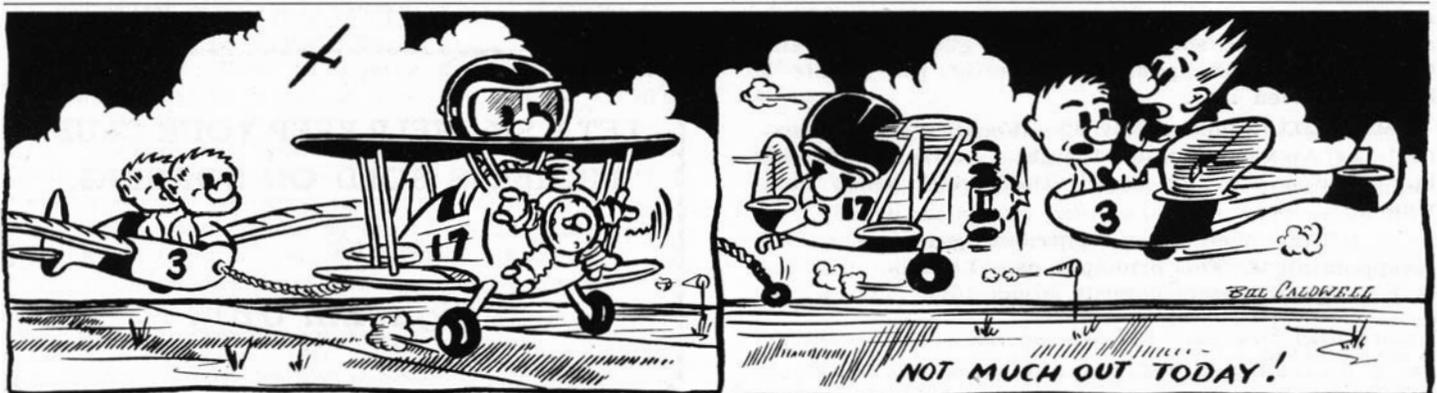
★ It was founded in 1930 and, except of the early war years, has functioned ever since as a leading journal covering flying for sport—It circulates all over the world and has correspondents in every country where gliding is practiced.

★ If you wish to hear more news about Gliding Achievements, Sailplane Design, Meteorological Observation as applied to Light Flying, you should subscribe to SAILPLAN AND GLIDER.

Send your subscription, \$3.80, to:
ROLLS HOUSE PUBLISHING COMPANY
ROLLS HOUSE, BREAMS BUILDING
FETTER LANE, LONDON, E.C.4 ENGLAND

This will ensure SAILPLANE AND GLIDER being posted to you for 12 succeeding months.

A FEW BACK NUMBERS AND A FEW BOUND VOLUMES ARE AVAILABLE





Jon D. Carsey

From Deep in Texas to Deeper at Cuatros Vientos

Being a Soaring Diary on "The Internationals"

Based on Excerpts from Letters and Other Intimate Notes of

JON D. CARSEY, President,

Soaring Society of America

ABOARD AMERICAN AIRLINER, DALLAS TO NEW YORK, Sunday, June 22—Tried to get back to the door to wave goodbye at all before plane taxied away. But the hostesses asked me to stay in my seat . . .

NEW YORK CITY, Wednesday, June 25—Just back from seeing Paul S., Dick J., Fran Hall off¹ . . . Got some movies of them boarding the plane . . . Glad the publicity on the departure at Love Field was **OK** . . .

ABOARD PAN AMERICAN AIRWAYS CLIPPER OUT OF NEW YORK, Friday, June 27—PAA had two photographers at the field (Idlewild Airport) taking pictures of us as we boarded the plane . . . One of the photographers very carefully made note on the purpose of the trip . . . He promised to put material in hands of news services . . .

GOOSE AIRPORT, GOOSE BAY, LABRADOR, NFLD., Friday, June 27, 9:22 P.M.—Landed here because weather bad at Gander . . . Traces of snow on the ground . . . Heat is on in the building. Left New York at 3:15 . . .

ABOARD BEA PLANE, LONDON TO MADRID, Sunday, June 29—Had traded my ticket, which was for Wednesday, June 25 (FAA, New York-to-London-to-Paris) with Dick Johnson for his ticket, which was for Friday (June 27), and to Madrid rather than Paris . . . Supposed Dick would go on to Paris, as he wished to, and my trip would be to Madrid, as his ticket was . . . Was not so arranged during exchange, as I'd been told in N.Y. by PAA it was . . . Had a great discussion (at London) with BEA officials, delaying departure of flight a few minutes . . . Finally had to buy ticket London to Paris . . . Dick has gone directly to Barcelona to supervise unloading the RJ-5 from the *S. S. Exochords*, and transporting it to Cuatros Vientos (site of the Internationals at Madrid) . . .

BORDEAUX, FRANCE, Sunday, June 29—5 A.M. Dallas time, 12 Noon here . . . My watch is still on Dallas time . . . Just now we are confined to a room at the terminal building, while plane is being refueled. . .

MADRID, SPAIN, Sunday Afternoon, June 29—Arrived here after pleasant flight from London . . . Now 2 P.M. Madrid time, 7 A.M. Dallas time . . . Still in state of confusion. Ask for postage stamps and get bourbon and soda, ask for postcards and get beer . . . When Paul S. "and Co." came into the air terminal (June 26) no one was there to meet them. He and Co. met us when we came in . . . Almost upon my arrival Fran Hall told me of difficulties with hotel reservations, resulting from fact no representative of Spanish Aero Club (Real Aero Club de Epana, host to the Internationals), or our Embassy or consulate, was at the field or available to provide information or assistance . . . Aero Club had had some agency make reservations at Hotel Avenida, but not in any of our names. When the hotel didn't recognize our names, Paul S. and Co. left, assuming no reservations were made, and found rooms at the Palace . . . When it was learned next day (Friday, June 27) by Aero Club that they were not in the Avenida, club members were unhappy . . . By the time we had discussed and aired things stewing, and decided on a course of action, and settled ourselves in our rooms in the Palace it was time for a drink (no disagreement here) . . . Proceeded to endeavor to get taxis to a restaurant, with no luck, Hundreds of taxis came and went, but were engaged. We all helped the two uniformed doormen whistle and wave and shout to the constant stream of 1930 to '39 model cars of strange and familiar makes, with red stripe to indicate taxi . . .

MADRID, Monday Morning, June 30—Wally Setz, Shelly Charles, Dick Ball, Earl Bailey, Ernie Schweizer, Bill Beuby, Walter **Hausler**,² have proceeded to



Palace Hotel—Home Base for Americans

¹Paul Schweizer, Elmira, N.Y., Secretary, Soaring Society of America, Member American Team. Richard Johnson, Starkville, Miss., Member American Team, Holder World's Soaring Distance Record. Francis Hall, Elmira, N.Y., Association of Commerce.

²Jon arrived at Love Field by glider for his departure on an American DC-6. (See photo Page 10). Television shows on Dallas-Fort Worth stations, and press-radio coverage, resulted.

field . . . I'm at hotel trying to contact Capt. Barnaby⁴ . . .

MADRID, Monday Night, June 30—Capt. Barnaby was not to be found till afternoon. Heft Capt. and Marge's (the Barnabys') room at the Avenida about 2 P.M., thence to the Palace, then decided to go to Aero Club office, which is nearby, to endeavor to get some information . . . Barnaby had told me no one there knew a thing about the event. Found him to be right—only a bartender, who knew nothing . . .

. . . About 6 P.M. Marion Smith (Mrs. Stan Smith)⁵ came in the writing room, just off main lobby of Palace, and informed me the official ceremonies were to begin at 7 P.M. . . . Thought surely she had been misinformed, since I had no idea ceremonies would be held three days before the opening of the event and without some attempt to notify all who might be interested . . . However, we proceeded to the field by taxi . . . Found that they were to begin, and, in fact, did about the time we were leaving the taxi. There was a large crowd filling the very elegant clubhouse and both its upper and lower terraces . . . Announcements were made, calling attention to some of the dignitaries in attendance, some in English, but most in Spanish and German . . . The Spanish Air Minister made an address in Spanish. Flags of all countries participating were raised, and ceremonies were over. Made a few movies of the crowd, flags and buildings. Hausler, not knowing of the affair, had gone without his movie equipment . . .

. . . Have found no information center, no contest headquarters, no printed matter, no bulletin board, and practically no organization or preparation except to provide space and tow ships . . .

(Ed. Note: Later, things clarified a bit) . . . Very few people speak English, and none of them know anything about the contest . . . The U. S. Air Attache's office would like to help, but have not informed themselves and are awaiting orders from Washington to assist us. Hope to find someone in the morning that has, or can get, some of the answers . . .

. . . Wally Setz is devoting all his time to duties of team captain. Was unable to talk to him tonight (Monday) because of a meeting of team captains . . . Paul S., Dick J., Stan Smith, Hugh Whitney,⁶ are to return from Barcelona in the morning (Tuesday) with the three Schweizers (sailplanes) and the RJ-5. Want to be at the field early to get some info if possible before they arrive . . . So to bed; it's now after 2 A.M.

MADRID, Tuesday, July 1—When Wally S. and several others went to the field yesterday (Monday), they found Bill Beuby and his wife in possession of the ship they had been promised (by the Spanish hosts) . . . Paul S. and Stan Smith had also been

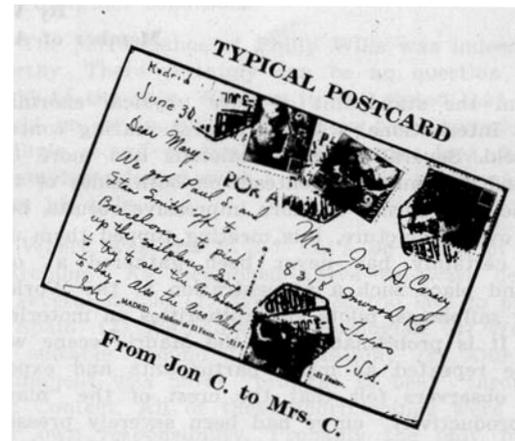
³Walter Setz, Philadelphia, Pa., Team Captain. Shelly Charles, Atlanta, Ga., Eastern Airlines Pilot. Dick Ball, Schenectady, New York. Earl Bailey, Starkville, Miss., Dick Johnson's Crew Chief. Ernie Schweizer, Chief Engineer, Schweizer Aircraft Corp. William C. Beuby, Los Angeles, Calif., Supervisor of Production, Douglas Aircraft Corporation. Walter Hausler, Rochester, N.Y.

⁴Capt. Ralph Barnaby, U.S.N. Retired. Member S.S.A. Board of Directors.

⁵Stanley Smith, N.Y., National Soaring Champion, 1933. Member U.S. Team.

⁶Hugh Whitney, Elmira, New York.

provided previously with the "Unimogs" (very poor imitation of our Jeeps) to take to Barcelona . . . Everything else was bad news: No contest headquarters, no place to get information, no information to get . . .



MADRID, Wednesday Morning, July 2—On Monday "Pirat" Gehriger⁷ called meeting for purpose of adopting contest rules—which turned out to be for the purpose of rewriting them. Has lasted throughout Monday, Tuesday and today. Wally Setz has been in it three days . . . The others of us have spent our time trying to get information, trying to set up something for our own headquarters, since there was no other . . .

. . . Expected Paul, Stan, Dick and the others back Monday afternoon from Barcelona (some of us waited up late Monday night), but no word from them except that they were on the way . . . About 6 o'clock Tuesday evening, Dick J.—who was riding with Frank Lane, the CAA (Civil Aeronautics) man from Frankfort, in a Chevrolet—appeared at the field, Cuatros Vientos, with information that the others were delayed because the Unimogs were underpowered, slow and too rough riding to make time . . . And they had had an accident, breaking two or three ribs of one of the drivers (soldiers and Unimogs are furnished by Spanish Army) . . . And they had run out of gas about 70 miles away and would be in in about 2 hours . . . It was about midnight before they appeared . . . They were tired and worn out. So Ernie Schweizer, Tom Eaton⁸ and Earl Bailey relieved them, and took ships on to the field . . .

MADRID, Wednesday Night, July 2—This morning all of us went to the field, and helped set the ships up, and all the pilots got in the air late in the afternoon . . . Paul S. got 12,000 ft., and hadn't reached cloud base . . . Paul MacCready,⁹ Stan Smith and Dick J. took tows at 6 P.M. They all stayed up as long as they cared to, Dick landing about 9:30 . . . They were getting 800 ft. per min. as late as 7:30 . . . Radios are working OK so far . . . Just got my call through to Mary (Mrs. Carsey) in Dallas . . . Heard her clearly . . .

⁷Ad. ("Pirat") Gehriger, Zurich, Switzerland . . .

⁸Ernest Schweizer, Elmira, N.Y., Chief Engineer Schweizer Aircraft Co. Tom Eaton, Norwich, New York.

⁹Paul MacCready, Jr., Pasadena, Calif. Winner of 2nd place in 1950 International Contest in Sweden.

(Continued on Page 12)

● *Carsey Diary*

(Continued from Page 3)

MADRID, Thursday, July 3—Got a mimeo “General Information” sheet long after everything was fouled up . . . They can’t understand us, or we them, even with an interpreter . . . But they do try, and come up with something occasionally . . . I’m trying to pretend everything is fine . . . Everything is scattered from hell to yonder over the field, and we walk ourselves down trying to keep up with things . . .

MADRID, Friday, July 4—Yesterday, Thursday, first contest day, Dick Johnson landed on top of a mountain and hit a rock, ripping out a panel of plywood covering just behind the skid and breaking one bulkhead . . . Also hit a rock with left wing tip . . . Fortunately, Dr. Klemperer¹⁰ brought two Austrians with him who are good woodworkers, and there is an airplane factory on the field . . . They jumped on it, and will have it ready for Monday’s contest flying . . .

. . . The first 10 gliders in the takeoff order took off in a “wave” with each tow plane about 300 ft. behind the glider on tow immediately in front of him . . .

MADRID, Saturday, July 5—Attended July 4th reception at U. S. Embassy. Hundreds of people there . . . More spoke foreign languages than spoke English . . . We went in a taxi and were met at driveway gate by a Marine officer, who presented us individually to the Ambassador and his niece . . . We were served hors d’oeuvres, wines, and mixed drinks. We stood in the drive, as there were so many people standing we couldn’t walk about without knocking drinks out of each other’s hands . . . We stood for about two hours, from about 8 to 10 o’clock. The Ambassador and his niece disappeared about 9. Remarks were soon rife that we should leave so that he could go to sleep . . .

MADRID, Sunday, July 6—Two bus loads of us went to Segovia, an ancient town of Spain . . . One of the buses broke down before we left, delaying our start two hours . . .

. . . Had dinner one night at Ritz Hotel with Fran Hall . . . A beautiful place. Dinner is served in the patio outside. It is overlooked by a terrace. Two bands played . . . Left about 1 A.M. Cost about 125 pesetas (\$1.60 each) . . .

MADRID, Monday, July 7—The task for today was a speed dash to Torresavinan, 123 kilometers, or about 75 mi. from Cuatros Vientos. Takeoff time was 1:30, and all were away about 2:30 . . . Conditions were not supposed to be too good, but by takeoff time they had become pretty good, and all of the 56 or 57 pilots except 3 or 4 made the goal . . . Best time was by Wills (England), 1 hr., 24 min. . . . (Ed. Note: Four days later, Dick Johnson flew the same route in 1 hr., 9 min., for a new world’s record.) . . .

. . . Since the first morning (after complaints about the obvious danger in the “wave” takeoff), they have been allowing about one minute between tows, which spaces them several hundred yards apart but enables them to get off within an hour . . .

. . . Pilots’ meetings are impossible. Discussions are always in several languages, usually in Spanish first, then in French and English. By the time the

¹⁰Dr. Wolfgang Klemperer, America’s most famous figure in soaring. Honorary V.P. of S.S.A.

English is given, all is in confusion . . . This was especially true of the meteorological report on Saturday . . . We finally gathered from all that was said that there was a frontal condition in the northwest, and a low in the east, and that the winds were truly “Cuatros Vientos” (“Four Directions”) . . . The Spanish “met.” man finally volunteered to admit that he didn’t know which way the wind would blow in any part of the country as the day wore on . . . Our boys (except Dick, who was out) decided to go west, which proved to be **wrong**. The only people to make their goals were the French, who have their own weatherman. . . **Sure looks bad for us** . . .

MADRID, Tuesday, July 8—After all ships were in position, it was declared a no contest day because of weather. Sky was nearly overcast with stratus and cirrus clouds . . . Before the announcement was made, Paul Mac. and two or three others had been towed aloft. Paul and an Australian remained up for quite a long time . . . Paul came down after 1 hr 45 min., and said he was getting 8 to 10 ft. per sec. up . . .

MADRID, Wednesday Night, July 9—Contest today was an open distance day. Sky looked about like yesterday, but no wind. All our boys got away on their first tow, and we’ve not heard from them . . . It’s practically impossible to call the field from here. I’m at the hotel. And equally as bad from the field to here . . . so bad that I don’t try it . . . Wally Setz just called and said he and Naomi (Mrs. Setz) were invited somewhere by the Time-Life correspondent, and that I should be ready by 9 P.M., about 20 minutes, so I’ll have to hurry . . .

MADRID, Thursday Noon, July 10—Today is a no contest day. Yesterday was a distance day, and some of the pilots won’t get back until tonight . . . Ernie Schweizer, his wife, Marion Smith and Fran Hall were just in here. Ernie reported that Dick J. made only 190 kms., which is about the average for all others of our team . . . Kuettner¹¹ was supposed to be our weatherman, but was ill early, and got to the field just after all pilots were in the air. Paul S. and Paul Mac. were contacted by radio, and given Kuettner’s decision on the best direction. Either they chose to go their own way, or his advice was poor, for those who went the opposite direction made the greater distances . . . Only one, or maybe two, more contest days . . . We are sunk unless Bill Beuby and Shelly Charles can have some good luck . . . I’m still in my room this morning, because the “tourista” (Ed. Note: Polite translation, “Tummy twubble.”) finally caught up with me . . . It is now 11:30, and I’m beginning to feel better . . . Took a couple of **Bill’s**¹² pills . . . They are improving the situation . . . Several of the others have taken them, too . . .

MADRID, Thursday Night, July 10—Our pilots have been cautious without anyone telling them to be. I think that is one reason we are way behind . . . The roads are so poor, and transporting so difficult, along with the language problem, that if they don’t fly near a main road, they might be lost for days . . . I think their effort to stay in sight of a

¹¹Dr. Joachim Kuettner, meteorologist; lately with Bishop Wave project.

¹²Dr. Willard C. Sellman, Jr., Dallas, Texas, Member, Texas Soaring Association,

● **Carsey Diary**

(Continued from Page 12)

main highway has definitely hampered our chances of success . . .

Paul Schweizer has landed 12 or 15 miles from the road twice, and has had a very hard time getting word back, and his crew has been delayed in finding him for 5 or 6 hrs. each time. Last night it took him 6 hrs. to communicate with Ernie . . . His crew had gone the wrong way, too . . . I must say one thing for the Spanish: They have worked out a system for calling back (when the pilot can get to a telephone) that is nearly perfect (provided there is anyone at the "Recuperacion" that is intelligent, and there have been one or two exceptions) . . .

. . . They have given each pilot a letter (in Spanish) to the police that really alerts them. They get busy, and call by telephone, giving a sort of distress signal that gets the call through immediately. They also guard the ship, as the letter instructs them to, and find the pilot a place to rest and send for him when his crew arrives . . . These police are national police, and are everywhere along the roads, in some places standing about a mile apart, as though they were guarding a military installation' . . . It is not too difficult to find the pilots, once the crews get a location, or the vicinity of the locations, since the Spanish talk so much. The drivers of the Unimogs are Spanish, so they can ask anyone along the road. Within an hour after the ship has landed, I'm told, the grapevine has carried word of it about 25 mi. in all directions . . . This, of course, does not work in the more remote, or sparsely settled, areas . . .

MADRID, Friday, July 11-Today's task is a speed dash to the same airfield as on Monday, 123 kms. from Madrid (place not on the map) . . . No word from any of the pilots or crews at 5 P.M. All our boys got away in their proper places . . .

MADRID, Saturday, July 12-The contest ended with yesterday's speed dash. Dick Johnson got enthused, and won the event (Ed. Note: As previously noted, Johnson broke the record.) . . . Our only hopes of a good showing were in Beuby and Charles, who were in second or third place in two-place competition until yesterday. They might have won first in two-places, but in some way missed the goal, when most all the other made it, which, of course, dropped them way down . . . Wolf Hirth¹³ and Gehriger have talked up a "get-together" for all at the Aero Club at the field for this evening . . . Finally was able to borrow a magazine type camera from the British cameraman. I'll need a filter for it, since my magazine film is type A . . . I've taken all of E. J.'s¹⁴ film, and hope to use some of mine to get some of the things I'd like to get and some of the people I haven't gotten . . .

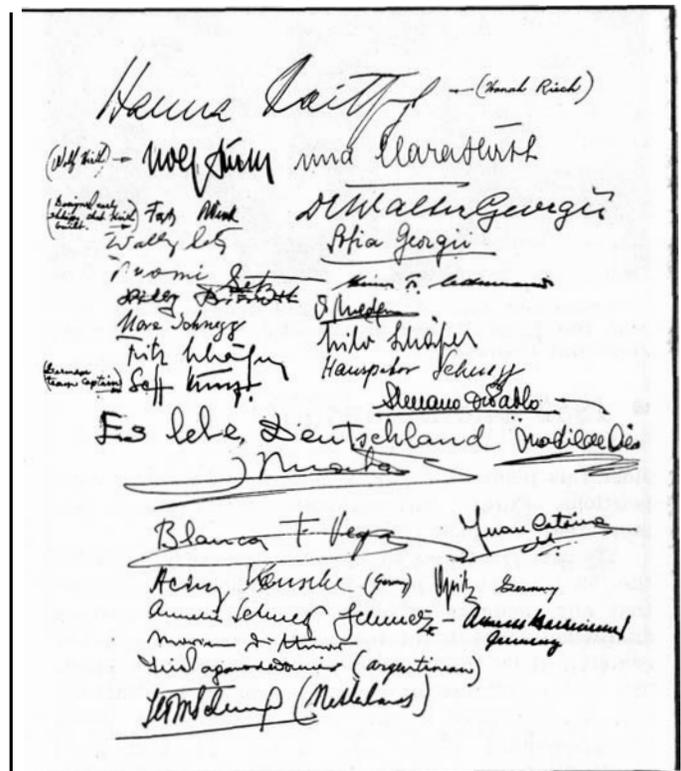
MADRID, Sunday, July 13-It's all over now, except the Awards Banquet tonight . . . We didn't win, but made a showing and learned what to do next time . . .

. . . There were many contributing factors to our disappointment. The principal one, I think, was our lack of good meteorological advice. We had no one

¹³Wolf Hirth, world famous German aircraft designer and soaring enthusiast.

¹⁴E. J. Reeves, Dallas, Tex., President, Texas Soaring Association

to analyze the conditions in whom our boys would place confidence, so they went in all directions except the right one . . .



International Autographs Secured at Awards Banquet

. . . Those who won went the same route, east or northeast, every day. They had been here for a week's practice, and I believe, decided before the contest started that that was the best choice, regardless of weather reports . . . Dick Johnson had hard luck the first contest day. I'm sure he was afraid of losing his ship. Many ships were badly damaged in the rough terrain, some of them complete losses . . .

MADRID, Monday, July 14-The Awards affair was quite something. It began at 9 F.M. and lasted until 7 A.M. I left about 5 A.M. . . . I met many of the people, and enjoyed talking with them and knowing them a little . . . Hannah Reitsch¹⁵ is a surprisingly nice person . . . She had tears in her eyes when she said she wished people of different countries would know each other: better and would not "make wars" . . .

¹⁵Hannah Reitsch, world-famous pre-war German soaring pilot. A former top-ranking member of the Hitler regime.

LET S.S.A. HELP KEEP YOUR CLUB MEMBERS SOLD ON SOARING.

☆

... Sign 'Em Up! ...

Help Fund The Future of United States Soaring Teams...

As you have just read our soaring teams have a long and proud history of international participation. Over the last several years the opportunity to compete internationally has grown as more classes become sanctioned by the FAI. More teams and eligible pilots puts the title of World Champion within the reach of entirely new segments of the soaring community including Club, World and Junior pilots. The chart above shows when each FAI class participated in their first World Gliding Championship. Notice the recent growth in classes and events.

FAI Classes Eligible for Competing in World Soaring Championships		
Class	Year	Championship
Open	1937	Germany
Two Place*	1952	Spain
Standard	1958	Poland
15-Meter	1978	France
World	1997	Turkey
Junior	1999	Holland
18-Meter	2001	Spain
Club	2001	Australia
Feminine	2001	Lithuania

* Eliminated 1958

An urgent need...



More teams, eligible pilots and international events have stretched team funding well past the breaking point putting our teams ability to compete internationally at risk.

Contributions make it happen...

While many competing teams receive government assistance our teams rely on a mix of direct contributions and perpetual trust income to compete internationally.

Direct contributions are immediately available to the team at their full value. Participating in the SSA sweepstakes, buying a raffle ticket at a contest or sending a check to the SSA for team funding are all examples of direct contributions so critical to fielding our soaring teams. Perpetual trust income has become increasingly important to fielding our teams internationally. This type of contribution is perpetual as the funds are invested with the income used to sponsor teams perpetually. Robertson Trust contributions provide a critical, stable, long-term, source of team funding.



A long term strategy?

Since both types of contributions are tax deductible, a long-term contribution strategy to minimize tax burden and maximize support might incorporate comfortable direct contribution every two years and larger, trust contributions with less frequency. How much to contribute is determined by each of our individual circumstances. Every dollar counts.



Now is the time...

Not all competition happens in the air. Often it is what happens on the ground months before World Soaring Championships that makes the difference.



Adequate team funding is where it all starts. Our international competitors are doing what it takes to compete and win and so should we. If our soaring teams are going to compete internationally they need our support. While most of us can't be in the cockpit we can still do our part to make sure our pilots have the opportunity to compete and win.

Please make a direct contribution to the U.S. Soaring Teams or a perpetual contribution to the Robertson Trust today!

Robertson Trust Contributions

John Seaborn
5560 Boulder Hills Dr
Longmont, CO 80503
USA

www.robertsontrust.com

Direct Contributions

Larry Sanderson
Soaring Society of America
P.O.Box 2100
Hobbs, NM 88241-2100

www.ssa.org