



"Flight" photographs  
At the morning briefing (above) the day's task is announced. Right, American pilots Kemp Trager, Gene Miller, Bill Ivans and Paul MacCready, seen with the Olympia IV flown by Ivans.



equal legs in the directions south-west, south-east and north. The winds were westerly.

The first take-off was at noon, the order of launching being the reverse of the current placings. Cirrus had spread across to the south, and there were now a few small cumulus clouds near the field. It was by means of dry thermals in the blue sky, however, that most pilots gained height after release and before crossing the starting line. In the first popular dry thermal there were seen to be 16 machines, but this was followed by another to the north-east of St. Yan in which no fewer than 26 circling sailplanes could be counted.

Later, as landing reports came in, it became obvious that conditions were not easy along the first leg of the triangle. Many gliders had come down at La Palisse itself, and many more had not managed to complete even this first leg. A suggestion was that the area flown over was not one of great contrast, the instability comprising many small thermals and few large ones.

During the afternoon many trailers hastened in through the gates and past the control tower to the launching area, and quick jobs of rigging were accomplished prior to second attempts at the triangle. The first aircraft to complete the course was the German HKS-3 flown by Wietuchter, which dived down and across the line at 4.23. The first, and only, two-seater to finish was no. 72, the Argentine Condor 4 flown by Sadoux and Bazet, which came in some 1 hr 20 min later. Just before six o'clock an extremely well-judged long and low approach proved to be that of MacCready's Bréguet, while Ara's Spanish Sky arrived simultaneously with more height to spare.

Few were surprised to learn that the so-consistent MacCready had logged the fastest time for the triangle (2 hr 39 min 23 sec), giving an average speed of 44 km/hr and pushing up his lead on points still further. The day's marginal conditions had resulted in only seven other single-seaters completing the course, these being (in order of speed) Arbajter, Wietuchter, Ara Gorzelak, Ortner, Feddersen and Juez. As only one two-seater had flown the complete triangle, the contest in this class was marked as for distance along a fixed direction.

After today's flying the top placings were: (single-seaters) MacCready, 3,052; Gorzelak, 2,411; Juez, 2,409; Saradic, 2,381; Ivans, 2,174; Bar, 2,171; (two-seaters) Trager-Miller, 2,098; Nowotarski-Sandauer, 2,009; Goodhart-Foster, 1,853; Rousselet-Trubert, 1,836.

Friday, July 6 (Fifth contest day). A free-distance task and

afternoon take-offs were the basic ingredients of today's flying. The morning layer of stratocumulus had been dispersed under the sun's heat by midday, and the first take-off was at 2 p.m.

The winds were westerly and it seemed logical that most pilots would begin their flights with an easterly leg from St. Yan, in which direction moderate thermals up to about 4,000ft were expected. The critical decision could then be whether to fly north-east or south-south-east after this start. The choice appeared to be between better tailwinds and weaker thermals in the north-easterly direction, and better thermals with more difficult country for landing to the south.

By five o'clock ten machines had landed, their pins stringing down to the south-east from St. Yan to Lyon. Outward-bound retrieving crews could derive some pleasure, however, from the fact that, even if distances were short, their pilots had chosen the regions of Beaujolais and Mâcon for their landings. Over the next few hours, the numbered pins spread out to fill an area to the north-east of this line. MacCready was reported down at 134 km, and Wills at 118 km. It was obviously not a good long-distance day.

By ten o'clock, however, had come surprising news. Toutenhoofd of the Netherlands had landed his Skylark 3, only 45 min earlier, at Mondragon, north of Avignon, after a south-south-easterly flight of 240 km—the day's best performance. Stephenson was runner-up with 162 km to Geneva (crossing the Jura mountains), while Goodhart and Foster had flown over a small piece of Switzerland and Lake Geneva to land on the French shore, so heading the two-seater list with 180 km.

Only 21 years of age, Toutenhoofd had beaten his more experienced competitors by flying east, and then south down the Rhône valley. With no previous experience of hill lift or wave soaring, he had used both (to 1,500 m and 2,800 m respectively) in the later stages of his flight. It was an impressive performance by the lanky young Dutchman, who holds his country's only "Gold C" badge with two diamonds.

MacCready retained his position at the top of the single-seater class after Friday's contest, with a total of 3,382 pts. He was followed by Juez (2,709), Saradic (2,699) and Gorzelak (2,670) with Wills in 12th place and Stephenson 16th. The British T.42 was once again leading in the two-seater class with 2,501 pts, followed by Yugoslavia (2,333), Poland (2,154) and U.S.A. (2,116).

In next week's issue this report from St. Yan will be concluded. This final part will include a description of the second week's flying and a summing-up of the championships.

1956 WORLD GLIDING CHAMPIONSHIPS ENTRY LIST

Contest No.	Pilot	Country	Sailplane	Contest No.	Pilot	Country	Sailplane
<b>Single-seaters</b>				35	Pierre ... ..	France	Bréguet 901s
1	Ivans ... ..	U.S.A.	Olympia IV	36	Nietispach ... ..	Switzerland	Elf M
2	Cuadrado ... ..	Argentina	Skylark 3	37	Subasi ... ..	Turkey	Weihe
3	Arbajter ... ..	Yugoslavia	Orao 2c	38	Munch ... ..	Brazil	Baros Neiva 1
4	Da Rosa ... ..	Brazil	Baros Neiva 1	40	Jalkanen ... ..	Finland	Pik.3
5	Domisse ... ..	South Africa	Bréguet 901s	41	Resch ... ..	Austria	Mg.23
6	Ara ... ..	Spain	Sky	42	Koch ... ..	Netherlands	Skylark 3
7	Wills ... ..	Great Britain	Skylark 3	43	Ames ... ..	Canada	Bréguet 901s
9	Oda ... ..	Japan	Bréguet 901s	44	Feddersen ... ..	Denmark	Olympia
11	Lacheny ... ..	France	Bréguet 901s	45	Juez ... ..	Spain	Sky
12	Toutenhoofd ... ..	Netherlands	Skylark 3	46	Hollan ... ..	Czechoslovakia	VSM.40 Démant
13	D'Otreppe ... ..	Belgium	Air 102	47	Ferrari ... ..	Italy	Eolo 3V.1
15	Thomsen ... ..	Denmark	Olympia	48	Stephenson ... ..	Great Britain	Skylark 3
16	Kumpost ... ..	Czechoslovakia	VSM.40 Démant	49	Reitsch ... ..	Germany	Zugvogel
17	Wietuchter ... ..	Germany	HKS.3	50	Ortner ... ..	Argentina	Skylark 3
18	Heinonen ... ..	Finland	Air 102	51	Saradic ... ..	Yugoslavia	Meteor
19	Kalmar ... ..	Hungary	Z.08	<b>Two-seaters</b>			
20	Uygum ... ..	Turkey	Air 102	61	Goodhart and Foster ...	Great Britain	Slingsby T.42
21	Dubs ... ..	Switzerland	WLM.2	62	Brigliadori and Fanoli ...	Italy	Canguro
22	Georgeson ... ..	New Zealand	Air 102	63	Rousselet and Trubert ...	France	Bréguet 904
23	Harrer ... ..	Austria	Mg.23	64	Trager and Miller ... ..	U.S.A.	Schweizer 2-25
24	Gora ... ..	Poland	Jaskolka Z	65	Nowotarski and Sandauer ...	Poland	Bocian Z
25	Brame ... ..	Canada	Geier II	66	Rain and Stepanovic ... ..	Yugoslavia	Kosava
26	Silesmo ... ..	Sweden	Bréguet 901s	67	Haase and Heinzel ... ..	Germany	HKS.1
27	Bar ... ..	Israel	Air 102	69	Nunez and Vicente ... ..	Spain	Kranich 3
28	Persson ... ..	Sweden	Weihe	70	Yaykin and Argun ... ..	Turkey	Ka.2b
29	Cartigny ... ..	Belgium	Jaskolka	71	Sebesta and Janak ... ..	Czechoslovakia	L.13
30	Gorzelak ... ..	Poland	Jaskolka Z	72	Sadoux and Bazet ... ..	Argentina	Condor 4
31	Mezo ... ..	Hungary	Z.08	73	Tandefelt and Rautio ... ..	Finland	Bergfalke 2
34	MacCready ... ..	U.S.A.	Bréguet 901s	74	Ostermayer and Angerer ...	Austria	Mg.19c