

IT WAS the largest gathering of sailplane fliers ever to meet. No single site was big enough and a weekend not long enough for the 483 contestants. The nearly 60 scale entries put the total entry figure over the 500 mark!

Back in 1969, when the League of Silent Flight was formed, plans included an annual tournament. It took two years before a tournament saw 100 contestants. Then from 1972 on, and because of the growth rate of the LSF, a restriction was placed on the number of contest entries. Traditionally, the past meets were held in California and the attendance, as one would expect, was always heavily filled with fliers from that state.

This year ten sites were selected across the U.S.A. and the ten sites not only accommodated a cross-section of the

League's membership, but drew entrants from nearly every state, including Alaska. Canada was well represented and one flier came from New Zealand!

Contestants had a choice in competing at any one of the ten locations as long as they pre-registered for that site. In June, ten contest directors undertook one of the biggest contest managing jobs ever, and by late August the final countdown was on for nearly 500 fliers. Competition would be broken down into Unlimited, Standard, and Stand-Off Scale classes; a contestant could enter any one of the former two, and Stand-Off Scale. Special recognition for best Junior-Senior would be made and a special award given for the best technical achievement.

The idea of selecting a tournament champion was a natural thought, but with

a contest spread across 3,000 miles and the varying weather conditions that could be as contrasting as summer and winter, raw scores would have to be carefully analyzed with respective weather conditions. The thought is still left open.

The seven-minute thermal task was to be the same for all ten sites with the 100-point bonus for a perfect landing, the landing points being based on the point-per-three-inch rate, starting at 25 feet.

As one might have guessed it, in a land where a half a dozen or more weather systems can exist anything can happen. It did. While Don Goughnour directed his contest and York, Pa. enjoyed "Florida-like" weather, Rae Fritz CD'ed the Orlando, Fla. meet and held his breath and umbrella, as Anita, the first hurricane of the season, was spawning.

1977 LSF NATIONAL TOURNAMENT

Over the August 27-28 weekend more than 500 contestants competed in ten regional tournaments—the 'greatest gathering of eagles' yet seen.

■ Dan Pruss



Mike Fox (Southern California) is a picture of ease as he releases his sailplane. With 96 entries Southern Cal scene resembled national flyoff. A star-studded entry list added to excitement. (Gene Monroe photo.)



Launching his Standard Class Aquila is Skip Miller (Denver) who racked up a first, scoring 110 points more than Greg Temple who flew to victory in Unlimited with an original design. (Meesh Rheault photograph.)



Above: In the high winds (Northern California) three people steady Larry Kramer's Challenger—Otto Heithecker's design in December 1975 MA. Guys had to run to catch landed planes before they blew away. (Bob Clarke photo.) Right: This T-tailed Aquila was flown by Fritz Bien (Pennsylvania) who took first in Standard Class. (Photograph by Jay Evans.)



Ann Arbor, Mich., and contest director Gordon Pearson saw 96-degree weather and up to 30-knot winds plague some of the midwest's best fliers. Eight max flights were recorded out of a possible 378! Highest attainable score was 2600 points. Pat Flinn's 1524 was the highest at the meet.

In Chicago the temperatures and winds were not unlike Michigan's, except for

more violent gusts, and that region's contest was a manufacturer's delight. At the end of round two, over 20 planes had been damaged or destroyed. Bob Gill outflow and outweathered the rest of the pack by scoring 2096 in Unlimited Class—over 400 points more than first-place winner in Standard class, Greg Seydel. In the meantime Gary James of Muncie, Ind. was out-

pointing all others in Scale with his beautifully finished Diamont.

Texas, not to be outdone, reported the same general weather conditions, and Lemon Payne outpointed his nearest rival by 117 points. Dale Nutter was third behind Tom Williams and the Texas/Oklahoma feud goes on. Jim Simpson directed that region's event and reported the best



Ray Marvin (Denver) readies his Glasflugel 604, winner of the Scale event. Ray was soaring CD at AMA Nats. (Meesh Rheault photograph.)



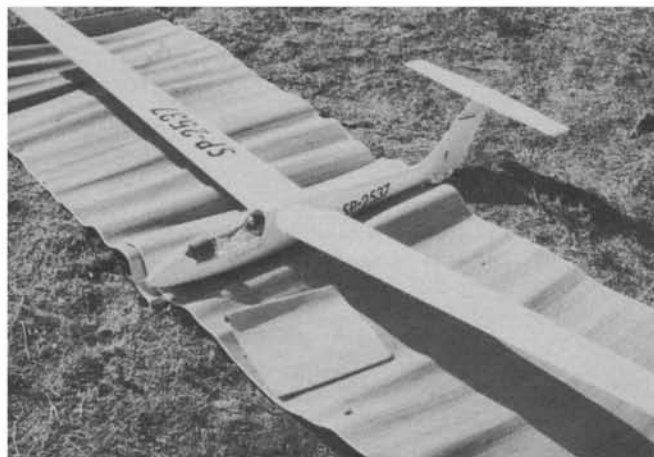
This beautifully finished Diamant was Gary James' (Chicago) Scale winner. Winds damaged, destroyed more than 20 planes. (Dan Pruss pic.)



Don't get your fingers in anemometer warns Gordon Pearson (Michigan) the CD, who also won Scale event. Right: Gordon prepares to brave high winds—only eight max flights out of possible 378 at Michigan. (Both pix Ken Shaw.)



Bill Davidson's (Southern California) second-place, Scale-winning Javelin in the tender hands of Barbara Henon. (Gene Monroe photograph.)



Jack Alten (Northern California) was the Scale winner with this delightful Cobra with true-to-life dummy pilot. (Photograph by Bob Clarke.)

Standard Class score was over 500 points behind LeMon. Bill Masterang from Texas, outscored Ron Stanfield of Arkansas by a mere 50 points. Scale was won by Jack Hamilton flying a Cirrus.

It seemed as though the gods of fury had something against the "quiet sport" for

Sacramento, Denver, Los Angeles, and Kent, Wash., all reported similar weather, lower than average scores, and high attrition rates.

In Denver, Skip Miller proved Lombardi's adage—"winning isn't everything; it's the only thing"—by taking first in

Standard with his World and National champion Aquila. He outscored Greg Temple, who flew in Unlimited, by 110 points. Ray Marvin, the co-CD of the AMA soaring event at the Nationals, flew his Glasflugel 604 to first place in Scale.

In what CD Bob Clarke described as



Bob Gill—Unlimited Class winner at Chicago—isn't catching his Sailaire. He's demonstrating effects of 30-mph wind as 7-pound bird weathervanes. Topped nearest competitor by over 400 points. (Pruss pic.)



A great day was had by John Nadolny (Pennsylvania) who won first place in Scale with his Libelle and second in best Junior/Senior. This location lucked out with Florida-like weather. (Jay Evans photograph.)



Winners at Chicago: L to R: Bob Gill (Un). Mike McIntyre (J-S), Gary James (Sc), Alan Epps (Tech. Achievement), Gregg Seydel (St). Trophies typical of those won at the nine other regions. (Dan Pruss photograph.)

"difficult flying conditions" northern California claimed Fred Weaver the winner in Unlimited Class, while Don Edberg showed he was back to last year's form by winning Standard Class. Jack Alten won Scale with his Windspiel Cobra.

In Kent, Wash. the weather picture was the same and the Canadians embarrassed the northwest gents as Dave Wright and his Legionair beat all comers in Unlimited, while his comrade from Vancouver, George Cottyn, took Standard Class.

In Florida, Unlimited Class had three original designs in the top five and John Gunsallus won by 12 points over Blaine Miller. Carl Raichle won Standard Class and Dr. Stan Pfost, NSS president, won the Scale event.

While 400 others were just trying to survive the weekend, York, Pa., and Huntsville, Ala., were enjoying sailplane weather. However, it wasn't exactly "soaring" weather for Frank Deis and his gang from Alabama, as Frank claimed scores were well below their average for a contest of this type.

Clarke Fitch of Tennessee and his Sailaire took top points with 1784, while Tom Killough of Alabama—flying his original design—won in Standard Class with 1307 points.

But up in Pennsylvania the gods of fury smiled and the easterners had a battle. Dwight Holley and Bob Baugher—recent editor of the *Sailplane*—each flew Maestros, and Holley outscored Baugher by a slim 19 points to take first place. Fritz Bien Aquila'ed his way into first in Standard Class with 2334 points.

California is just too big for one regional tournament, so Los Angeles was chosen as the other site besides Sacramento. Directing the largest tournament of the ten, Jim Tomblin scheduled 96 fliers that made the roster look like a national fly-off. The list included last year's FAI team fly-off participants: Jim Wiseman, Mike Reagan, Rick Pearson, Terry Koplan, and Col. Thacker. This year's event winners at the



Pennsylvania winners, L to R—Rear: Dwight Holley, Bob Baugher, Dennis Gerlach (1,2,3-Un); Fritz Bien, Bob Curry (1,2-St). Front: L to R: Hoyt Holley (J-S), John Nadolny, Dick Pike, Don Goughnour (1,2,3-Sc), Bonnie Evans, scorer. (Jay Evans photograph.)



The Michigan winners. Standing, L to R: George Landreth, Ray Hayes, Tom Dandeneau, John Wolff, Warren Tiaht, Pat Flinn (and daughter), Dick Bouillon, Don Drury. Kneeling, L to R: Gordon Pearson, Kris Corben. (Photograph taken by Ken Shaw.)



And here are the Northern California winners—unidentified at press time. California was just too big for one tournament site. Even so, Southern Cal was a wallop. (Bob Clarke photograph.)

REGIONAL WINNERS

Pennsylvania, CD: Don Goughnour					Denver, CD: Greg Temple				
Class	Place/Flier	State	Plane	Points	UNLTD				
UNLTD	1 D. Holley	CT	Maestro	2458		1 G. Temple	CO	Original	2111
	2 B. Baugher	PA	Maestro	2439		2 R. Domer	CO	Legionair	2065
	3 D. Gerlach	PA	Olympic II	2336	STD	3 H. Smith	CO	Invader II	1914
STD	1 F. Bien	MA	Aquila	2334		1 S. Miller	CO	Aquila	2221
	2 B. Curry	PA	Aquila	2093		2 B. Nellor	CO	Olympic II	1706
	3 N. Poff	VA	Windrifter	2085	SCALE	3 P. Dalton	WY	Olympic II	1684
SCALE	1 J. Nadolny	MA	Libelle			1 R. Marvin	CO	Glasflugel 604	
	2 D. Pike	NY	Libelle			2 M. Sheldon	CO	Libelle	
	3 D. Goughnour	PA	Cirrus		BEST JR/SR	3 P. Dalton	WY	Diamond	
BEST JR/SR	H. Holley	CT	Aquila	2112		D. Cameron	CO	Olympic II	1411
	Alabama, CD: Frank Deis, Jr.					Dallas/Fort Worth, CD: Jim Simpson			
UNLTD	1 C. Fitch	TN	Sailaire	1784	UNLTD	1 L. Payne	TX	Legionair	2338
	2 C. Russell	AL	Paragon	1660		2 T. Williams	TX	Sailaire	2221
	3 J. Fitch	TN	Cirrus	1550	STD	3 D. Nutter	OK	Grand Esprit	1771
STD	1 T. Killough	AL	Original	1307		1 B. Maserang	TX	Aquila	1768
	2 R. West	AL	Olympic II	1211		2 R. Stanfield	AR	Aquila	1718
	3 J. Chapman	AL	Aquila	1196	SCALE	3 J. Truitt	TX	Original	1447
SCALE	No entries					1 J. Hamilton	TX	Cirrus	
BEST JR/SR	J. Fitch	TN	Cirrus	1550	BEST JR/SR	2 L. Payne	TX	LS-1	
	Florida, CD: Rae Fritz					3 J. Simpson	TX	Phoebus	
UNLTD	1 J. Gonsaullus	FL	Original	2140		A. Simpson	TX	Legionair	1250
	2 B. Miller	FL	Aquila	2128		Kent, Washington, CD: Dave Harvey			
	3 R. Bonney	FL	Original	1799	UNLTD	1 D. Wright	Vanc., B.C.	Legionair	2198
STD	1 C. Raichle	FL	Aquila	1828		2 D. Barker	WA	Maestro	2129
	2 E. Berton	FL	Aquila	1689	STD	3 J. Christie	WA	Original	2095
	3 L. Kincaid	FL	Original	1605		1 G. Cottyn	Vanc., B.C.	Aquila	2126
SCALE	1 S. Pfost	FL	Cirrus			2 B. Jones	OR	Aquila	1939
	2 O. Davidson	FL	Cirrus		SCALE	3 T. Krause	WA	Aquila	1630
	3 A. Sark	FL	Cirrus			1 D. Burt	WA	KA 6 E	
BEST JR/SR	G. Sark	FL	Windrifter	754	BEST JR/SR	No other entries			
	Michigan, CD: Gordon Pearson					K. Delaney			1222
UNLTD	1 P. Flinn	MI	Astro Jeff	1524		Northern California, CD: Bob Clarke			
	2 G. Landreth	OH	Aquila XL	1498	UNLTD	1 F. Weaver	CA	Olympic II	2316
	3 D. Drury	MI	Aquila XL	1461		2 K. Chulick	CA	Original	1675
STD	1 W. Tiaht	MI	SD 100	1480	STD	3 J. Newman	CA	Cirrus	1672
	2 J. Wolff	OH	Olympic II	1477		1 D. Edberg	CA	Aquila	2309
	3 D. Bouillon	IN	Windrifter	1438		2 B. Irvine	CA	Aquila	1957
SCALE	1 G. Pearson	MI	Duster		SCALE	3 M. Burke	CA	Aquila	1828
	2 R. Hayes	IN	Libelle			1 J. Alten	CA	Cobra	
	3 T. Dandeneau	MI	ASW-17		BEST JR/SR	2 B. Brown	CA	Kestral 19	
BEST JR/SR	C. Corven	MI	Original	1274	BEST JR/SR	3 J. Lowe	CA	Diamond	
	Chicago, CD: Jerry Epps					M. Burke	CA	Aquila	1828
UNLTD	1 B. Gill	IL	Sailaire	2096		Southern California, CD: Jim Tomblin			
	2 G. Bussell	IN	Challenger	1539	UNLTD	1 P. Harris	CA	Paragon	2490
	3 K. Olsen	IL	Sailaire	1353		2 C. Cutbirth	CA	Original	2454
STD	1 G. Seydel	WI	Olympic II	1664	STD	3 M. Regan	CA	Paragon	2452
	2 M. Weber	IL	Astro Jeff Jr.	1376		1 A. Mladineo	CA	Aquila	2507
	3 F. Spearman	IL	Windfree	1186	SCALE	2 J. Wiseman	CA	Windrifter	2473
SCALE	1 G. James	IN	Diamant			3 E. Hoppe	CA	Aquila	2436
	2 G. Bussell	IN	Kestral 19		SCALE	1 L. Blewett	CA	ASW 17	
	3 J. Rakusan	IL	SHK			2 B. Davidson	CA	Javelin	
BEST JR/SR	M. McIntyre	IL	Aquila	1309	BEST JR/SR	No other entries			
						P. Parszik	CA	Original	2427

AMA Nationals, Scott Miller and Pat Potega added to the list as did Barbara Henon—LSF Tournament winner in 1972—and Peter Rambo—top Jr.-Sr. at the 1976 S.O.A.R. Nationals.

When the high and low rounds were discarded—the method of determining the winners in each of the regional tournaments—southern California had Alex Mladineo on top in Standard Class and Phil Harris on top in Unlimited. Lorin Blewett won in Scale and Peter Parszik outpointed all others in the Junior-Senior category. Peter's raw score of 2369 proved to be the highest of all others from around the country in that category, and Alex Mladineo took Standard Class high-score honors with 2507 points, while Phil Harris' 2490 is the tournament high.

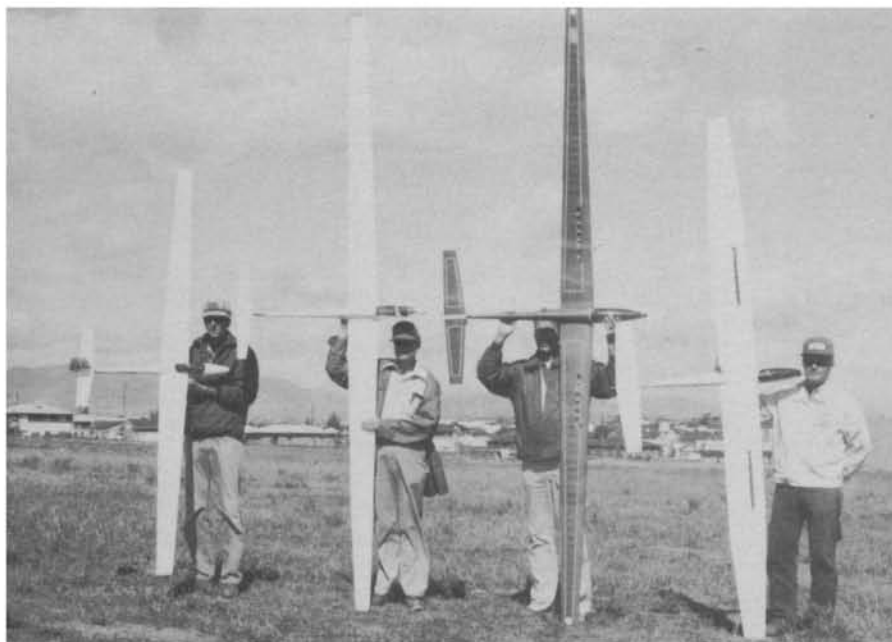
Awards were presented at each of the regional tournaments. Gold, silver and bronze plaques—each with the red, white,



Most of the winners are included in this Southern Cal group; you can pick them out from the results. L to R. Standing: Cecil Cutbirth, Phil Harris, Mike Fox, Alex Mladineo, Bill Davidson, Mike Regan, Jim Wiseman, Paul Parszik Jr. L to R, kneeling: Peter Parszik, Jim Tomblin, CD, Rick Pearson, and Howard Short. (Gene Monroe photograph.)



Greg Temple (Denver) launches his original design to top Unlimited. He also was the Contest Director. (Meesh Rheault photograph.)



Scale winners at Denver, L to R: Matt Sheldon, Libelle (2nd); Ray Marvin, Glasflugal 604 (1st); Duane Thomas, Glasflugal; Porter Dalton, Diamant (3rd). Marvin was CD. (Rheault photograph.)



The only four LSF Level V's out of 2600 members, L to R: John Baxter, Fred Weaver, Neil Nolte, and Steve Work. This photograph was taken at Northern California location by Bob Clarke.



Alan Simpson (Dallas/Fort Worth) was best in Jr./Sr. with a Legionaire. Tournament champion not selected due to varying weather conditions.

and blue League Of Silent Flight's logo engraved on them—were presented to first-, second- and third-place in Standard, Unlimited, and Scale. Best Jr.-Sr. received a similar plaque in burnished brass and Best Technical Achievement award was a pewter plaque. The latter category is yet to have a best overall idea selected for the \$100 cash award offered by well-known sailplane designer, Lee Renaud.

Ten contest directors and at least as many clubs can be thanked for staging LSF Tournament 1977. Back in 1969 LSF/001 through LSF/009 had foresight and determination. It resulted in 1977 with the greatest gathering of eagles—ever.

LSF Shortlines: The throwaway of low and high rounds has proven to be highly acceptable...simplifying scale rules has taken the pressure off clubs and judges and is no doubt the reason for seeing more

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Warren Tiahart (Detroit) racked up 1480 points to become the winner of Standard Class, flying this Craft-Air SD-100 Standard sailplane.

LSF Tournament/Pruss

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scale participation...all LSF level V's competed; three of the four finished in the top five in their respective categories... only one protest was filed!...comparing weather and scores it's safe to say bigger planes fly better... all scheduled rounds (7) were flown at all sites... Rice, from Alaska, missed third place by a point... 42 entered best technical achievement forms; more will be heard about these at a later date... 41 Junior/Seniors competed... this was the first year manufacturers were not solicited for support—a thanks for their past sponsorship... the League's membership was over the 2500 mark at tournament time—500 are from outside the U.S.A.... the League gains financial support from its membership through contributions sent in with PDV forms and through the tournaments... membership is free and can be obtained by writing to: League Of Silent Flight, Box 39068, Chicago, IL 60639.

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