

ing between 35,000 to 40,000 ft.

3-lennie pin issued for wave soaring over 40,000 ft.

The pins are 7 mm. in diameter (the same size as the FAI Gold badge), have a blue background and silver rim with white lennie clouds on the face. The pins are numbered consecutively with a small screw back.

Any person who has soared over 25,000 ft. in a wave and who is a registered holder of any one of the three lennie pins thereby qualifies for issuance of a Symons Wave Memorial plaque which is sent to the person with his initial lennie pin.

There are three ways that application may be made for a lennie pin and plaque.

1. All applications are to be made on the standard SSA Item No. 3, application form for FAI soaring badges, and must include a valid calibrated barogram of the flight. When the flight is being used to complete the altitude or any other requirement for an FAI soaring badge the application form is to be sent to SSA, Box 66071, Los Angeles, California, 90066, with a note asking that information on the flight be sent to Symons Wave Memorial, c/o Carl E. Burson, Jr., Box 97, Tehachapi, California, 93561. The person making the flight would also notify the above address of his or her flight along with the required registration fee.

2. If the flight is *not* needed for a leg requirement of an FAI soaring badge then the SSA Item No. 3 form, calibrated barogram and registration fee would be sent directly to Symons Wave Memorial, (address above).

3. The third method is for those persons who have already made a wave flight over 25,000 ft. The person would notify the Symons Wave Memorial office (address above) of the date, altitude and place of his flight, along with his complete home address and registration fee. Your flight *must* have been recorded with the SSA since all pertinent information must be obtained from the Item No. 3 form on file with SSA, including the verification of the barogram of the flight. If you by chance did not need the flight for a leg of your soaring badge and have the completed barogram of the flight then you would file as in section 2.



Photo by Lloyd Licher

Recipients of Symons Wave Memorial plaques at the presentation banquet. From L. to R., John MacDonald, Bob Brown, Mrs. Mildred Symons, Ray Parker, Rose Parker, Betsy Woodward, George Deibert, Paul Bikle and Harold Klieforth.

The registration fee for the initial application, lennie pin and plaque for an individual is \$10.00. For subsequent lennie pins, the registration fee is \$4.00 each. All lennie pins are consecutively numbered so following the publication of this article no pins will be issued for a period of 60 days to allow for chronological registration of flights. Following the 60-day hold period the badges will then be issued upon receipt of verified applications. All questions concerning the Memorial or registration for the lennie pins should be sent to Symons Wave Memorial, c/o Carl E. Burson, Jr., Box 97, Tehachapi, California, 93561.

There follows the eulogy read at the banquet by Harold Klieforth.

Robert F. Symons

Robert F. Symons was born on April 2, 1910, in Bishop, Calif. His parents had moved to the Inyo-Mono area from Virginia City. In his early youth Bob resided with his parents on property that now embraces Bishop Airport.

Bob attended Bishop schools and was graduated from Long Beach High School. From there he enrolled in Riverside Junior College, receiving his diploma in 1929.

He was married in 1935 to Mildred Wells, a school teacher member of a pioneer family of Owens Valley. Two lovely daughters, Emily and Patricia, were born to the Symons and educated in Bishop. Both girls are now married and Mildred can proudly talk about four grandchildren.

A year following their marriage, Bob lost a leg in a hay-baling accident. Few realized he went

through the remainder of his very active life with a wooden leg.

Bob's early interest in gliding developed when he was at Riverside Junior College. He, Bill Atwood, Irv Culver and others constructed a primary glider and from this he learned the rudiments of motorless flying.

Bob talked about the possibility of excellent soaring conditions in Owens Valley and referred to the eagles, vultures and other birds that soared along the mountains and bluffs of the valley.

In 1938 Bob organized a group of young people in Bishop who became known as the Inyo-Mono Soaring Association. Their first effort was the purchase of a Baby Albatross kit from Hawley Bowlus. Construction was slow, but by late 1940 the job was completed.

Flight training was started by wind-jamming on the ground, headed into a 15- to 25-mph wind. One by one, as members were able to maintain wings level and tail up, they were deemed eligible to take their first solo flight. Bob made the first solo flight in the Baby from the old Bishop airport on March 7, 1941. It was a great inspiration to those who followed. They had lots of hard landings and landed in the rough many times, but under Bob's tutelage many good glider pilots developed.

In 1942 Bob and Mildred moved to Wickenburg, Arizona, where Bob took part in the Army glider training program with great success. His keen interest in what makes a glider fly took him to San Fernando where he helped in the construction of the twin-tailed Bowlus transport glider.