



The Cascade Soaring Society's new BG-6 trailer being demonstrated by Bob Kruse, Treasurer of the Society (with the hat). The trailer is all welded steel, and makes it possible to trailer the ship without having to remove the horizontal tail surfaces.

including a wasted half-hour fighting back to an approach to Wenatchee from a poorly-chosen release point. The Ritzville hop, made cross-wind, produced a ground speed of 28 mph and reached a maximum of 7,500 feet.

Bob Fisher got the best altitude and duration of the meet, climbing to 13,700 feet and staying up five hours and 25 minutes in his standard L-K. Bob Moore won the spot landing event with an almost perfect bullseye, and took second in duration with three hours 25 minutes and second in altitude with 9,200 feet in his L-K.

In total points, Pete Bowers was top man, with 349 points, to win the Moses Lake Chamber of Commerce Trophy for distance and the Columbia Air Service Trophy for high-point winner.

Bob Fisher won the Moses Lake Tractor Company Trophy for altitude and the C. Bedford and Sherman Trophy for duration, and took second place in the meet with 225 points.

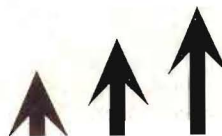
Bob Moore was third place winner with 159 points, and Joe Robertson and Pete Van Groen tied for fourth with 134 points.

In spite of the unpreparedness of pilots and ships, and the fact that this was a "first" contest for some of the sponsors, it can be called very successful and certainly proof of the practicality of this type of meet. Certainly another like it, held later in the season when more ships and pilots are in the groove, appears to be in order.

Thanks are due to Wenatchee Air Service for providing facilities for the start, and to Columbia Air Serv-

ice for arranging the dinner at the Moses Lake and providing facilities and especially for promoting and sponsoring trophies for the various events and the overall meet.

## UP Drafts



I read with much interest Bob Meakin's letter and while several of us in Salt Lake don't agree with his description of gliding here in Utah—I do believe he has a good idea. (See "Updrafts," page 16, May-June issue of *Soaring*.)

I would like to submit a short discourse on a flight made in Bishop, California, with my good friend Harland Ross as pilot and myself as passenger. This flight was particularly interesting to me as it isn't often you get the opportunity of watching the actual effects of the lack of oxygen on a good pilot while on an altitude flight.

I believe it was in 1947 at the West Coast Championship Meet held at Bishop, Calif. My partner, Mark Kemp, and I were in Sacramento looking over some dusters when, after talking to Bud Kimball by phone, I woke up to the fact that the meet was in progress. After seeing Bud in Fresno, we flew to Bishop enroute back to Salt Lake City. Harland was flying a Schweizer TG-2 in the contest and after "twisting my arm" I agreed to fly with him on a flight. The only catch was that there was only one oxygen mask but, according to Harland, we probably wouldn't get up very high anyhow (I learned later they don't even

count the first 1,000 feet at Bishop).

After a rather hustling job of towing behind Bob Symon's in the BT, we started spiraling on up. We headed for the White Mountains with what looked like half enough altitude to me. We got to the mountains OK—about a fourth of the way up, but Harland assured me he knew a small canyon that always had a thermal in it.

His description of "small" was a masterpiece of understatement but it did have the thermal and after some very skillful maneuvering we finally topped the range at around 12,000 feet MSL. Harland headed north and pretty soon we spotted Joe Stasneck flying solo in his TG-2. All the time we kept getting higher.

At about 14,000 feet, Harland broke out the oxygen mask and we would alternate using it. My first indication of something wrong came while trying to load film in my camera. The stupid film just wouldn't behave—as it was my turn to use the oxygen I stopped fumbling with my camera long enough to take a few Whiffs. The film loading was no problem after taking the oxygen. Realizing what was happening I took to noticing the effect on Ross.

Harland has done more high flying than most pilots and his skill in flying is without question. However, after just a few minutes without the mask his spiraling would get so ragged we would almost spin out of our turns. Needless to say I shoved the mask to him every few minutes as, after all, I was only a passenger and he was doing the guiding.

On this particular flight, we reached 21,500 feet MSL and flew a circular course of some 125 miles returning to Bishop after being in the air some 3½ hours. For a flight strictly on mostly dry thermals, I thought Harland had done quite well. Especially with an exhausted passenger that found out a long time ago that he really gets on a jag above 13,000 feet without plenty of oxygen. I sincerely recommend that anyone doing soaring *anywhere* have a good oxygen system installed and use it. It could mean your life. (For an authoritative article on this very topic, see "Way Up There," by Lawrence E. Edgar, beginning on the next page of this issue. ED.)

I am currently completing a TG-3 modification with the hope of doing some wave soaring around Salt Lake. Our topography is such that when there are good waves at Bishop—

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