

The Pacific Northwest International, held at Wenatchee, Washington, from June 20 through 24, produced the largest concentration of gliders seen in the Northwest since prewar years. Twelve ships were on hand, four of them from Canada providing the "International" element. Competition was divided into two classes, I and II. Class I was made up of one TG-2, two TG-3's, and four L-K's. Class II was made up of one "Wolf," one Bowlus Baby, one 1-19, and two Fauvel AV-36's. At first, the Fauvels were entered in Class I, but evaluation during the contest proved that they belonged at the top of Class II.

The opening day was a disappoint-



Bob Kruse and Pete Bowers congratulate each other on the completion of their respective 100 mile cross country flights from Wenatchee, Washington, to Davenport.

Davenport Times Photo

ment from a soaring standpoint, but had its compensation in that most of the pilots who wanted to were allowed to fly Frank Matthew's Fauvel. Best contest flight in either class on the first day was a ridge-scratching hour and 53 minutes by Pete Bowers in the "Wolf."

The second day found conditions considerably improved. The day was declared an "Open" day at the pilot's meeting, but since things didn't look too good for cross-country, the pilots elected to stay close to home and try for duration and altitude. Best altitude was Bob Moore's 14,000 feet in an L-K, and best altitude gain went to Bob Fisher, 10,100' in his recently-completed bunny-nose L-K. Fisher topped the duration event with 9 hours and 26 minutes, all but an hour and a half of it in thermals. Moore was second duration-wise with 8:00 even, and Bob Joppa completed Silver C duration with 5:22. In Class II, Bowers in the "Wolf" made the best altitude gain, 7,500 feet, and the best duration, 7:44. Bill Riddell was not far behind in either event with duration of 7:43 and a gain of 5,100' in his Fauvel. Frank Matthews gained 5,080' in his Fauvel and stayed up 3:15.

PACIFIC NORTHWEST MEET

by PETER M. BOWERS

The third day saw several cross-country attempts. Al Scott of Canada filed for Coulee City, 48 miles away, and made it in his flat-topped TG-3 to complete his Silver "C" distance leg. Dave Kellogg also tried for Coulee City in the Cascade Soaring Society L-K, but was forced down at Farmer, 19 miles out. In Class II, Pete Bowers filed for Omark, 75 miles away, but got only as far as Pateros, 50 miles away, for the only distance flight in this class. Back home, the other pilots were building up contest

points for a 3,000-foot gain in his TG-2. In Class II, Pete Bowers set the "Wolf" down alongside the L-K at Davenport, after 5:25 and an altitude gain of 6,300 that also matched the L-K. Bill Riddell put the Fauvel down at Almira, 65 miles from Wenatchee, but only because he had declared it as a goal.

The best distance flight of the meet was made on the last day by Joe Robertson, who flew the Cascade Soaring Society L-K 137 miles to Colfax to top Class I and take duration with 4:20. Heasley Entz was second in Distance with 68 miles and Bob Joppa in the Motorless Flight Associates' L-K was third with 60. Top altitude went to Robert Droz of the Soaring Club of B.C. in the TG-3, 6,180 feet gained.

The problem of club versus privately-owned ships was overcome by allowing entries to be made on an individual pilot or on a ship basis, but only one contest flight was to

Bill Riddell's Canadian-built Fauvel, AV-36, sensation of the Pacific Northwest International soaring contest.

Photo: P. M. Bowers



points in a less strenuous way. Best duration went to Peter Groen in the Soaring Club of B. C.'s TG-3. Pete was trying for his Silver "C" duration, but was forced down after 4:45 by a rain squall that reversed the wind direction on the ridge. Bob Fisher had the top altitude, a gain of 8,500 feet to top Class I. Bill Riddell gained 7,700 feet to top Class II in Fauvel, and stayed up 3:47. Frank Matthews was close behind with a gain of 5900 and a time of 3:05.

On the fourth day, another open, Bob Kruse made a clean sweep in Class I with best distance, 100 miles even to Davenport, best altitude gain, 6,300 feet, and best duration, 4:10, but since contest rules allowed only two categories to be scored on one flight, Heasley Entz took top altitude

be scored in one day. Four of the two-seaters were entered on this basis. A total of 127 aero tows was made during the meet, and one unusual feature was the number of aero-tow retrieves that were made. The longest was Robertson's 137 mile return made in two hops, and the most interesting was the 100-mile double made by Kruse in the L-K and Bowers in the "Wolf." Final standings are as follows:

Class I

1. Bob and Bill Fisher—L-K
2. Cascade Soaring Society—L-K
3. Soaring Club of B. C.—TG-3

Class II

1. Peter Bowers—"Wolf"
2. Bill Riddell—Fauvel
3. Frank Matthews—Fauvel