

# 1st ANNUAL TULSA SKYHAWKS SOARING CONTEST

by E. R. HEATLEY—Contest Director

As the sun rose Memorial Day in Tulsa, Oklahoma, all eyes were cast skyward by those who attended Oklahoma's first sailplane contest in anticipation; but the forerunner of the next two days was already present—a twenty-five knot wind, which had neither been ordered nor forecast.

Already the day before, Pat Mulloy from Laurel, Mississippi, along with his two sons as crew members, and his famous red Schweizer 1-23 had arrived and was wanting a tow from the very first. (Incidentally, this flying family owns the 1-23, a 2-22 and a 1-26, which Pat is building on his porch at home.)

Then, practically all night long our airport manager, Harvey Young (for whom the airport is named, and one of the finest fellows you ever met), was kept awake by the arrival of cars, crews and sailplanes. The group from Wichita came as a cara-

to reach the turning point all day. The sky was almost clear and the temperature around 97 degrees, but any thermals formed were completely dissipated by the high winds.

Saturday, the winds increased in velocity, but also present were a few cloud streets. It was decided to declare an open day, so goal flights could be made. All goal contestants returned to the field unable to find sufficient lift, except for Dave Lobmaster's 29 mile flight to Talala, Oklahoma, which was considered quite an accomplishment in view of the many attempts.

Sunday, an 18 mile triangular accumulative distance course was run. Pat Mulloy was the only pilot able to make the three legs of the course.

One of the high lights of the weekend was at the dinner held Saturday night when Bill Beuby, two-place winner at the Nationals at Elsinore,

California, showed slides of the trip to Spain; he was one of the pilots on the U.S. Team flying at the Internationals held there in 1952. Beuby is one of the Charter Members of the Tulsa Skyhawk Soaring Club which was organized in 1954 when Bill was transferred to the Tulsa Division of the Douglas Aircraft Co.

To sum it up, there had been some extensive planning and organizational work for this contest, with some good tasks to perform. Although there were three poor days during the contest, everyone indicated that they enjoyed themselves and would be looking forward to coming back next year to carry home that arm load of trophies.

All we can say here in Tulsa is: "We will make no promises about the weather, but come back and we will do our best to put on a contest that will be in keeping with S.S.A. standards and we'll all have a good time."

Club Competition	Points
Wichita Soaring Club	317
Wichita Soaring Association	303
St. Louis Soaring Association	253
Wichita Cherokee Soaring Club	196
Tulsa Skyhawks	119

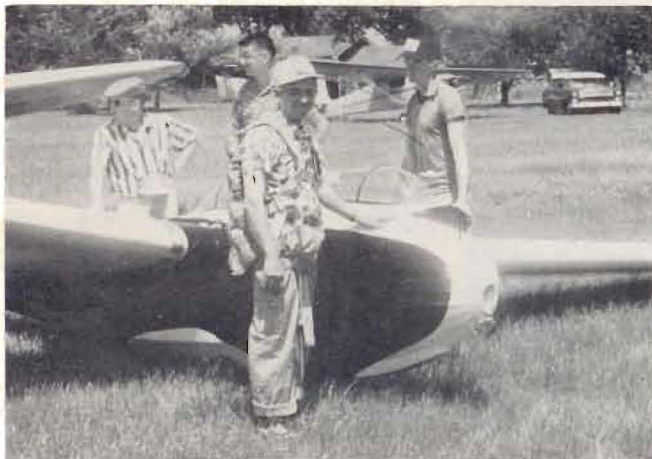
Triangular Course Event	
1st Pat Mulloy	23.4
2nd C. R. Smith	13.8
3rd Harland C. Ross	7.1

Goal Flight Award	
Dave Lobmaster	37.7

Altitude Gain Event	
1st Harry C. Higgins	18.2
2nd Harland C. Ross	14.4
3rd Dave Lobmaster	11.0

Final Standings	
1st Dave Lobmaster	48.7
2nd Pat Mulloy	23.4
3rd Harland C. Ross	21.4
4th Harry C. Higgins	18.2
5th C. R. Smith	13.8

Spot Landing Award	
George Appleby	



C. R. Smith of Tulsa prepares to take-off in his modified L-K.

Photo: E. R. Heatley

van and brought five sailplanes.

Before the pilots' briefing on Friday, a Contest Board, made up of the Contest Director; Jim Rhine, President of the Tulsa Skyhawks; Harland C. Ross, SSA Governor for the state of Kansas; Frank M. Scott, SSA Governor of Soaring for the state of Oklahoma (who acted as meteorologist) and Fred Friedewald, from Belleville, Illinois, met to decide that the 100 kilometer F.A.I. speed race planned for that day should be abandoned in favor of a short goal and return accumulative distance course. Even though only six miles away, no sailplane was able

The trophies that were presented to the winners of the 1st Annual Skyhawks Soaring Contest.

Photo: E. R. Heatley

