

TULSA SKYHAWKS 2nd ANNUAL MEMORIAL DAY CONTEST

Sanctioned by The Soaring Society of America, Inc.

Sponsored by Douglas Employees Recreation Association

by JAMES L. RHINE, *Contest Director*

Friday Morning, May 29th, at 6:00 A.M. a busy group could be seen at Harvey Young Airport, assembling sailplanes for the Second Annual Memorial Day Contest. There were fifteen entries in all. Most of the pilots and crews were wandering around rather wearily this early in the morning, due to the fact they arrived in Tulsa awfully late (or perhaps in the wee hours of the morning). The earliest came in Thursday evening at sundown - E. L. Bates, Gus Choliassenos and Lothar Knauth flew in with their PT-23, towing the Midwestern Soaring Association's 2-22C. They were followed by their fellow members Jim Jones and Robert Brower trailering their 1-26; Ned and Bill Snead brought their TG-2 from Austin, Texas; Al Backstrom and Eric Craik the Pratt-Read from Grand Prairie, Texas; R. H. "Dick" Johnson the DFS Weihe; George Coder just recently purchased Dick Schreder's KA-6 Rhonsegler and he brought it; Robert Edward Brown arrived with his "Rebel;" Dave Blanton, Jim LeSueur, Paul Wilson and Fay Edwards brought the Wichita Soaring Club's TG-2; Web Moore and Mickey Jensen had the Cherokee from Wichita; Marshall and Betty Claybourn with Mr. & Mrs. Jon D. Carsey as crew members had their 1-26; The Memphis Soaring Club was represented by John Wilson, Jim Boyle and Owen Bruce with their 1-26; Stillwater's newly formed club had Dick Everhart, Tiner Lapsley, Tilden Miller and John Ferguson bring their L-K and last but not least the three Tulsa Skyhawks ships — Bob Brown and his TG-2; Frank Scott flying C. R. Smith's L-K and Jim Rhine and his TG-3A.

Pilots' briefing was due to start at 9:00 o'clock sharp — it didn't . . . It was 10:00 before it got under way. A triangular course was planned for Friday: Tulsa to Wagoner to Pryor and back to Tulsa. No one made the course. The greatest distance was made to a point north of Wagoner by Dick Johnson — 26 miles. By the time evening arrived all the pilots

and crews were ready for the big picnic supper that was held at the lake at Harvey Young Airport. Naturally the topics at the evening meal were flights and experiences of the day.

Saturday morning dawned with another beautiful soaring day . . . This was to be an open day—pilots could choose their own destinations. All the sailplanes were launched with the exception of Kansas City's 2-22C and 1-26 and the Cherokee from Wichita (these fellows didn't want to get too far from home as there was going to be a big hangar dance on Saturday night — they didn't want to miss that). All the pilots had checked in by 4:00 and crews were sent on their ways, with the exception of Robert Edward Brown. He was attempting a 110 mile goal flight to Chanute, Kansas, and no one had heard from him. Around 5:00 he called in from Holton, Kansas, 233.3 miles out and wanted his crew to be sure and pick him up that night as he wanted to be back in time to fly on Sunday . . . Such enthusiasm! Dick Johnson got as far as Avilla, Missouri; George Coder to Melvern, Kansas, 164 miles; Frank Scott 116 miles to Yates Center, Kansas; Marshall Claybourn - Topeka, Kansas.

Needless to say not all the pilots

or crews got back to Tulsa for the Hangar Dance that night, but bright and early Sunday morning they were all back putting their sailplanes up and getting ready to fly another day — not knowing just what was in store for them, as the weather had changed considerably and it wasn't going to be very good soaring. Jim Rhine, Contest Director, got together with the board to try and decide on a course. After much discussion it was decided to have another open day. If any one pilot made 32 miles it would be considered a contest day; if no pilot made the distance the points would stand as they were Sunday morning. The pilots were instructed to call Contest Headquarters and report their locations when they landed. The only pilot to make the distance was Dick Johnson — he landed 1 mile north of Buffalo, Kansas, about 110 miles. His crew picked him up and they returned to Tulsa Sunday night. Too bad he lives in Texas and not Kansas, he could have just gone on home without all that extra mileage. However, the flight earned him first place in the standings; a prelude to his performance at the Nationals a month later where he once more became National Soaring Champion.

The Tulsa Skyhawks were honored to have Mr. & Mrs. Jon D. Carsey of Dallas, Texas, with them this year. Jon volunteered his services to work on the Public Address system on Friday and Saturday. On Sunday he gave up his spot to Jack Laister, one of the designers of the L-K. Jack is living in Oklahoma City now and comes to Tulsa most every weekend to fly with the Tulsa Skyhawks.

TABLE OF SCORES

Pilot	Club	Sailplane	Fri.	Sat.	Sun.	Total
DICK JOHNSON	TSA	Weihe	1000	528	1000	2528
GEORGE CODER	TSA	KA-6	532	705	255	1492
R. E. BROWN	TSA	Rebel	464	1000	4	1468
M. CLAYBOURN	Wichita	1-26	335	869	—	1204
FRANK SCOTT	Tulsa	L-K (2 pl.)	—	1000	—	1000
WEB MOORE	Wichita	Cherokee II	122	—	—	122
DICK EVERHART	Stillwater	L-K (2 pl.)	—	101	—	101
NED SNEAD	Austin	TG-2 (2 pl.)	—	88	—	88
JACK BATES	Kansas City	1-26	—	44	—	44

Club Standings (# Ships)	Total Pts.	Average
TEXAS SOARING ASS'N. (4)	5,488	1,372
TULSA SKYHAWKS (2)	1,000	500
WICHITA SOARING ASS'N. (3)	1,326	442
STILLWATER CLUB (1)	101	101
AUSTIN CLUB (1)	88	88
KANSAS CITY CLUB (2)	44	22
MEMPHIS SOARING ASS'N. (1)	0	0