

# CBSA MEMORIAL DAY SOARING MEET

*Sanctioned by The Soaring Society of America, Inc.*

by R. T. ALLEMANN & GINI SCHMIDT

In spite of the careful planning by the contest director, Paul Pallmer, the weather did not fully cooperate for the meet as did the rest of the membership of the Columbia Basin Soaring Association.

## 1st Contest Day Saturday, 28 May 1960

Early in the morning, nine sailplanes were assembled, and subsequently, a pilots' meeting was held at 10:00 AM. Since the weather did not look promising, a short 50 mile triangle (Gould Field — Kennewick TV towers — Vista Field) was selected as the task for the seven competing ships.

Jim Hard flying his "U-3" 1-19 could not stay up in the weak lift. He barely made it back to within auto towing distance of the runway,

(Ice Harbor Dam — Eltopia — Vista Field) was selected as the task. The sky was blue, though hazy, and the winds were light. What thermals there were turned out to be quite strong.

Members of the Cascade Soaring Club, and the Boeing Club made many flights before, during, and after the contest in their TG-3A, L-K, and the 1-26. Bob Moore and Joe Robertson took pre-contest flights in order to check out the relative merits of the 1-21 and the Olympia. They were up for about two hours.

Joe Richardson started first, went up amazingly fast, and headed out for the first turning point. Others followed eagerly.

There was strong lift over Vista, to some 7000', but none again until

Ice Harbor was reached. Therefore the two pilots who went to Ice Harbor first were able to continue on around the triangle. This same sink area would not allow a glide back from Ice Harbor to Vista. Al Wilson did stretch his glide as far back as Pasco where he had to land. Al Gregg continued to struggle in weak lift until he was so low that he had to land. Jim Hard watched the drama from above and now wonders why he continued to fly in a 1-19 over the same field where he had seen an L-K go down; since he joined Gregg a few minutes later. Al MacDonald turned back when he was still within gliding distance of Vista. Robertson lost out at the 1st turning point — Eltopia.

At a little before three in the afternoon Moore streaked across the finish line at 100 mph for an average task speed of 37.2 mph. Shortly after, Joe Richardson made it with a speed of 19.7 mph, thus completing his Silver C badge. Gordon Syliaasen and Dick Smith used the 1-26 then, to gain their C badges, and Dave Hensel went to 8200' in the TG-3A for his C badge and Silver C altitude leg.

Soaring continued until evening with almost every pilot (there were about 25 of them) getting a flight.

## Monday, 30 May 1960

A 25 mph wind seemed to preclude anything but slope soaring, so Monday was declared a no-contest day. A couple of pilots did try the slope soaring on Badger Mountain with some success but at 12:30 some thermals began and the traditional Memorial Day cumulus began to form! Above them were some fantastic lenticular clouds.



Photo: E. Rudock

Robert Lee Moore takes off from Vista Field at Kennewick, Wash., in his Schweizer 1-21 during the 1960 CBSA Memorial Day Meet.

and a TV cameraman was right there to catch his ignominious return.

Joe Richardson and Al Wilson also had their troubles; each making only 3.5 miles, but in opposite directions around the triangle. MacDonald and Gregg put caution ahead of valor and returned to Vista.

Robertson "gutsed" it out for 33 miles while only Bob Moore ("The Old Fox") completed the task with an average speed of 32.0 mph.

Pilots, sweethearts (excluding sailplanes) and wives enjoyed a banquet with slides and movies in the evening at Richland.

## 2nd Contest Day Sunday, 29 May 1960

To the practiced eye, the weather did not look much better on Sunday so another short, 49 mile triangle

Prize winners of the 1960 CBSA Memorial Day Meet, L to R: Bob Gilbride, outstanding contributor to the success of the Meet; Joe Robertson, 3rd place; Joe Richardson, 2nd place; and Bob Moore, 1st place.

Photo: R. T. Allemann

