

3rd ANNUAL TULSA SKY-HAWKS SOARING CONTEST

Sanctioned by The Soaring Society of America, Inc.

Summarized from JIM LESUEUR's Report in the August KSA Newsletter

has passed 20,000 and is still climbing. Accordingly we turn cross-wind and shift to the northwest a mile or so downwind of the peak of the Montagne de Lure and find minus 12 feet per second enroute to the new position. We increase our speed to get through the area of sink as rapidly as possible and at last the hand moves back up to 0 and finally plus 5 feet per second again. However it is soon lost and it takes a few seconds to realize that the problem is a stronger wind at this altitude which is moving us back to the downside of the wave. An increase of speed of about 5 MPH shows this to be correct and we are now in steady lift again. It's really getting cold now with the windows open.

About this time an Air Force C-130 comes lumbering by and as I listened to his engines I couldn't help but wish that I could hear the crews comments as well. It must have been something of a surprise to see a sailplane climbing through their altitude when they were at about 20,000 feet.

By this time the ice is pretty heavy on the inside of the canopy and I can't do much scraping at it since the temperature is minus 40 degrees F. and it isn't safe to leave a hand out of a glove for long. However, all the other problems seem to be over and we climb in steady lift to the required altitude and then on to a little above 25,000 feet just to be sure that the Diamond altitude recorded on the barograph. Still climbing at 240 FPM then, I roll her over and start down scratching ice all the way to get a clean spot for landing.

Back on the ground I found Marcel there ahead of me with a successful flight and all my other friends most pleased at the results. Needless to say, I slept peacefully on the night train to Paris, and I can't say too much for the fine hospitality and assistance of my French friends at St. Auban. I'm going to try to go back for some mountain flying with thermals, slope wind, and maybe wave again; I should learn a whole lot from these really professional soaring instructors on a ride or two in the 904 through the Alpine valleys.

NEXT ISSUE

Barring unforeseen circumstances, the December issue of *Soaring* will feature the following articles: "The XM-1 Tailless Sailplane," "Photographing Gliders," "Soaring Weekend at Dry Lake #3," "Diamond C Altitude in Cloud" and "Outlook for Standard Class Sailplanes."

The Tulsa (Okla.) Skyhawks Soaring Club, Inc., sponsored their third annual soaring contest over the July 4th weekend at the Harvey Young airport near Tulsa. Unfortunately, the dates conflicted with another contest in Texas so the turnout was only six sailplanes.

Three of the ships represented Kansas: Mickey Jensen and Web Moore entered their Cherokee II, which attracted much attention; Fay Edwards flew the Wichita Soaring Association's L-K with Jim LeSueur as crew; and Dave Blanton entered his unflat-topped L-K. The Stillwater (Okla.) Soaring Society's L-K was entered and flown by Howard Everhart and Tiner Lapsley. Two 1-26's flew, also.

July 2nd came up with a breeze too strong for a triangular course so an open day was declared. Several tows were made with all the contestants settling slowly back on the field. Everhart took his tow with a parting remark to Edwards of, "I bet I can glide farther downwind than you can." He didn't keep his word because he was observed to go out of sight still spiralling. This, of course, was enough to make all the rest of the birds leave the nest, some of which resulted in straight glides downwind. Everhart was first for the day with 62 miles and Edwards second with a 35 mile flight.

The weather remained pleasant that evening for a big picnic supper on the island of Harvey Young's private lake.

July 3rd dawned still and bright with CU's popping early in the morning. Too early, in fact, because when the flying started the sky coverage went to "broken" and ground ther-

mals were very weak. An 87 mile triangle with Wagner and Pryor as turning points was the task and everyone left early but with little success. Tiner Lapsley was first with 17 on-course miles and Edwards with 12 miles was again second. Those that got away returned early in the afternoon so a spot landing contest was set up to provide more activity for the spectators. A 180° windshift caught three pilots attempting downwind approaches to the spot and caused them to overshoot considerably. Mickey Jensen overshot on what looked to be a good approach and, of all things, used the excuse of brake failure as the cause of his troubles. Jim LeSueur took top honors in the Cherokee II with a distance of 7 inches from the spot. This, incidentally, was his first ride in the Cherokee II.

It was planned that evening to dance to the beautiful music of Harvey Young's Hi-Fi set. A heavy downpour drove everybody from the patio to the crowded confines of Harvey's lounge where entertainment was again provided by a local male trio imitating, in excellent fashion, the Kingston Trio.

The 4th of July brought a 700' overcast so it was declared a no contest day. Fay Edwards who placed 2nd both days had accumulated 1321 points and was declared the contest winner. The club trophy went to the Stillwater Soaring Society.

A wonderful time was had by all. The Tulsa club and Harvey Young deserve special thanks from all who participated.

The performances and scores are tabulated below:

Name	Ship	July 2nd		July 3rd		Total Points
		Dist.	Points	Dist.	Points	
Edwards	L-K	34.5	543	11.9	788	1321
Lapsley *	L-K	—	—	15.3	1000	1000
Everhart *	L-K	63	992	—	—	992
Brower	1-26	17	264	3.9	225	489
Fenton	1-26	5	79	3.9	225	304
Jensen	Cherokee II	15	95	—	—	95

* Two-Place