

CBSA MEMORIAL DAY WEEK END SOARING MEET

Sanctioned by The Soaring Society of America, Inc.

by JIM HARD

Richland, Wash., soaring pilots swept the field in both classes after four days of spirited competition. Rudy Allemann was declared Open Class Winner, while novice Fred Porter claimed the Class II honors.

The site of this year's activities was the Richland CAP Field which proved to be a good choice especially as evidenced by the energetic and whole-hearted cooperation of the CAP Cadets in crowd control, telephone answering, and other thankless tasks.

According to Columbia Basin standards, the weekend weather was below average with one good, one fair, and two barely soarable days.

Following is a day-by-day run-down on the meet.

Saturday, May 27

A frontal passage yielded clearing skies in the early morning hours and a good day was promised when cumulus began to form over nearby Rattlesnake Mtn. at 0830 PDT. Since it was the first day of the meet and because of the time consumed in the pilots' meeting, a conservative 200 km. triangle race to Walla Walla, Pendleton, and return was selected. With a forecast cloud base of 8,000 ft., Pete Bowers was first away at 1200, closely followed by the rest of the pack. Moore was first back at about 1530 with an average speed of 38.9 mph. He was followed shortly by Allemann with the best speed of the day, 44.4 mph. McClanahan had 37.1 mph and all others finished with slower speeds except for Richardson who landed by nearby Vista Field. Allemann's speed is believed to have established a Washington State record for the 200 km. triangle.

In Class II, on what proved later to be the only competition day of the meet, Fred Porter won the altitude gain event in the 2-22C with a gain of 6750 ft. (1000 points). Sven Lassen (TG-3A) took second with a gain of 5400 ft. (800 points).

Sunday, May 28

The combination of a low pressure system over Washington plus an occluded front off the Oregon coast resulted in marginal conditions with overcast cirrus throughout the day. With a certain amount of optimism,

the task committee selected the 100 km. triangle of McNary Dam, Prosser, and return as the task of the day. Bob Fisher did best with 72 mi., about five short of completion. With in groundlooping distance of Fisher was Moore with 70 mi. and third-best was 47 mi. by Allemann. After two days, Moore was first with 1880 points, Allemann had 1652 and McClanahan 1319.

Monday, May 29

As had been agreed previously, Monday was an open day although conditions initially did not appear to be any better than the day before. The declared goals (stated to take advantage of scoring bonus points) ranged from Orofino, Idaho, to Spokane, Wash. No one landed at his goal although several deliberately flew beyond theirs. Fisher, the Moses Lake hawk, was again first, reaching out 135 mi. to Spokane for 1000 points. Second best was Allemann who reached Davenport, 110 mi. Third with 107 mi. was Joe Robertson who went to Pine City. After three days, Moore and Allemann had 2585 and 2468 points, respectively. Holding down a shaky

third place, with 2024 points, McClanahan appeared unshaken by the TV announcement which stated he was "missing in action" somewhere over the Columbia Basin. It seems the Washington State Patrol had intercepted a radio message from his wife at a time when they were having radio trouble. Undaunted by the fact that 50% of the competitors were far out of town, a fine roast beef banquet was held at the Desert Inn.

Tuesday, May 30

Despite the overcast, cumulus began to form in the morning and the task committee again decided the 100 km. triangle looked challenging. Several pilots required two tows as the conditions proved fully as poor as they appeared. Fisher was disqualified by unknowingly gaining a "competitive advantage" by aero retrieving for a second start after landing at Vista Field. At 1730, after all had given up hope of anyone making it around, a speck appeared on the horizon which later proved to be Allemann, the only one to finish the task. His 17.2 mph speed was adequate to establish a state record (?) for the triangle and to beat Moore who made it 52 mi. around the course before landing because he "can't make vertical banks below an altitude of 25 feet." Third place for the day was captured by McClanahan who got 50 mi. around before being forced to land.

TABLE OF SCORES (Best 3 of 4 days)

Pilot	Ship	5-27	5-28	5-29	5-30	Total
Allemann	Ka-6CR	1000	652	816	1000	2816
Moore	I-21	895	985	705	562	2585
McClanahan	I-23H	860	459	705	541	2106
Fisher	I-23H	0	1000	1000	22	2022
Bowers	Weihe	695	236	705	0	1636
Robertson-Woodward	Ka-6BR	798	0	793	22	1613
Pallmer	I-23H	833	0	0	97	930
Richardson	L-K	139	0	207	0	346

Rudy Allemann's Ka-6CR over home ground near Richland, Wash.

Photo by Robert Lee Moore

