

TABLE OF SCORES

PILOT — SHIP	MAY 26	MAY 27	JUNE 3	BEST 2
Paul Pallmer 1-23H	1000—5:37 hr.	967—180.4 mi.	1000—204.7 mi.	2000
Rudy Allemann Ka-6CR	465—75.8 mi.	1000—186.5 mi.	994—203.4 mi.	1994
Bob Moore 1-21	226—36.8 mi.	901—168 mi.	978—200.1 mi.	1879
Al Wilson, Weihe	55— 9 mi.	774—144.4 mi.	978—200.1 mi.	1752
Joe Robertson,				
Frank Brame, Ka-6CR	446— 72.8 mi.	590—110. mi.	749—153.4 mi.	1339
Ed McClanahan, 1-23H	—	—	891—182.4 mi.	891

Hard did the last day isn't clear, but really doesn't matter since he already had Class II sewed up.

Besides the competitive competitors, several other ships and passengers came "just to fly." These included the members of the Portland, Oregon, Club with their L-K and the beautifully reconditioned DeHaan-MacDonald-Shipman Standard 1-23; Joe Richardson and boys with "Bob Fisher's" Old L-K, Bob Kruse with the Cascade Club's Standard 1-23 "June Bug;" and Cliff Chase with the Oregon engineless Dragonfly. Bob Chase and Tom Davis, the NW Schweizer dealers, brought a 2-22 and spent both weekends giving rides and instruction to all comers. FAA Designee Bob Fisher also came down both Sundays to administer some flight checks and brought and flew his 1-23H, but did not enter the contest. Everyone had fun.

Particular credit and thanks for this successful contest go to the many who worked to put it on, particularly Liane Gilbride, operator of Vista Field's Kennewick Fly-In Service; Ed McClanahan and Gerry Landon who served as co-contest directors; Ron Chitwood and Mickey Mequelon who served as starters on the flight line; Tommy Cartmell for loaning

and operating his public address system; and Paul Pallmer for serving as scorer.

TELEGRAM RECEIVED

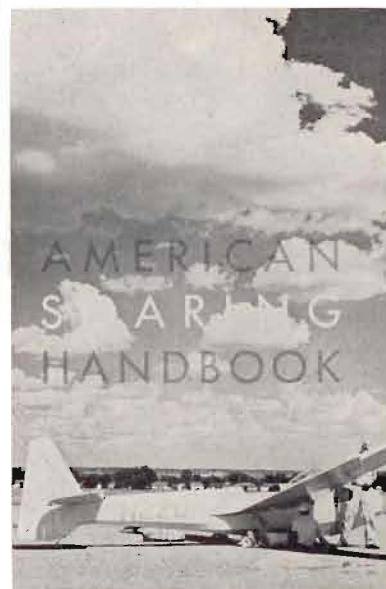
"My uncle, Percy Pierce, of 426 Greenview Lane, Upper Darby, Pa., was one of the 'fathers' of soaring in the United States. He is now recuperating at home after a serious heart attack. I am sure that messages from his old friends would cheer him up."

ROBERT D. WESTGATE

PRICE CHANGE FOR ASH CHAPTER 6

Although it was originally hoped that all chapters of SSA's *American Soaring Handbook* could sell for the same price, it has subsequently developed that unforeseen production costs and varying length of the chapters will not permit this. Unfortunately, Chapter 6, on "Cross-Country and Wave Soaring," was advertised for some months prior to its availability at a price that turned out to be significantly less than it cost to print. Hence, the retail price is being raised to \$1.50 per copy and the price to members to \$1.25 per copy, effective immediately.

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