

KNOW YOUR DIRECTORS

There continues here a series of biographical and autobiographical sketches of the 28 SSA Directors.

Robert Lee Moore

Bob Moore was born over 40 years ago (1920) in Texas and did not become active in gliding or soaring until he was 13 years old, when he and a school friend constructed a biplane, hang-type glider. Fortunately the contraption was demolished on its maiden flight. The hang glider was followed a few years later with a much more successful Dixon primary glider. Hundreds of flights were made in the Dixon primary, constructed from plans published in *Modern Mechanics* (liberally modified), without injury to any of the self-taught schoolboy pilots. Then World War II brought a halt to further activity.

Following graduation from the University of Texas in 1947 (Ph.D. in Physical Chemistry), Bob moved to Richland, Washington, to work for General Electric Co. at the AEC's Hanford plant. He soon helped organize (and was secretary of) the Richland Glider Club and finally earned his Private Glider rating flying the Club's TG-3A. However, the Richland Glider Club proved short lived. After the club disbanded, only Moore continued to fly, in an engineless Nelson Dragonfly. Two years and several busted nose wheels later, Bob sold the Dragonfly and acquired a 2-22. The 2-22 was purchased in early May of 1952 and, by July 4th, his total flying time had doubled, from 20

Robert Lee Moore in his Schweizer 1-21 sailplane with Elisabeth, his wife and crew chief, standing by.

Photo by Jay McMullen



hours to over 40! However, experience bred overconfidence, and the docile 2-22 was demolished against a mountain side near Wenatchee, Washington, and Bob almost became a 4th of July statistic. Thanks to the pilot protection afforded by Schweizer design, the pilot escaped with nothing more serious than a broken ankle.

Having graduated from the 2-22, our budding pilot traded the wrecked 2-22 in on an L-K. He checked himself out and finally began to make real progress. Aided by his patient and tolerant wife, Elisabeth (whom he married in 1953), and encouraged and prodded on by Bob Fisher, he earned his Silver Badge and, in 1956, his Gold Badge. Hundreds of hours were logged in the faithful L-K and scores of passengers were introduced to the pleasures of motorless flight. These included such later stars as Ed McClanahan, Paul Pallmer, and Rudy Alleman. The L-K also participated in one of Moore's more reckless escapades: the first sailplane crossing of the Cascades.

Disenchantment with airsick passengers and the lure of higher performance tempted Bob to bid on the Schweizer 1-21 the Society "auctioned off" in 1957. He didn't really expect to get it, and the Moore's were building a new home (with room in the basement for a sailplane trailer, of course) when notified that theirs was the high bid! The bank wouldn't loan money on a sailplane but would make a bigger loan on the house, so Bob acquired the 1-21. U. S. Diamond Badge #13 was completed with this ship, all legs being earned in Washington. Bob and Elisabeth also competed with the 1-21 in the Nationals at Bishop (1958), Odessa (1960) and Wichita (1961) where they placed 5th, 8th, and 15th, respectively, a trend which is not exactly gratifying. Other soaring honors earned with the 1-21 included the West Coast Soaring Championship (1960), the Northwest Soaring Championship (1959 & 1961) and several Washington State Soaring Records. This may be about "all she wrote" since Moore complains that competition from former students is getting very tough.

Besides the above activities, Moore has been a director of the (now defunct) Pacific Northwest Soaring Association, SSA State Governor for

Washington, SSA Regional Director for region 8, former Chairman of the SSA Membership Committee, and a charter member of the Columbia Basin Soaring Association (a Chapter of SSA). He holds a Commercial Glider rating and has logged about 1000 hours total time.

Bob's three-year term as Regional Director runs through 1963. He currently resides at Rte. 1, Box 351-C, Richland, Wash.

John J. Randall

John Randall is an SSA Director-at-Large for 1962. He resides at 915 Bayamo Ave., Coral Gables 46, Florida. A brief soaring autobiography follows:

1941: Graduated from University of Texas; employed as EAL pilot in Miami; presently EAL pilot in Miami.

1955: Charles Abel took me away from a winning class boat and introduced me to soaring.



John J. Randall in the cockpit of his Schleicher Ka-6BR sailplane.

1956: New 1-26 lasted ten days, long enough to complete a Silver Badge, before spiraling off by itself in a tornado.

1957: Entered Nationals in 1-26 #2 but deferred winning until later year; elected SSA Director-at-Large.

1958: Made Diamond goal from Dallas in 1-26.

1959: Took part in Andean Soaring Camp, Quito, Ecuador, at the in-

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