

The contest was organized and run by PGC club members. Art Milay, official timer, constructed, set up and operated, with his gang, open theodolites which measured altitudes to within 50 feet. The SSA headquarters were a big help to this group which had never run a contest before, not only with suggestions, but by providing a large part of the necessary paper work. It would have been a big help to know how many were going to compete at least 10 days in advance. A number of people said they had not received notice in the mail despite the fact PGC sent out 750 invitations. The meet was announced in *Soaring*, of course, and it is timidly suggested that pilots interested in competition read the list of contests more closely. It is also difficult to have contests during periods when schools are in session. The fine help of the Civil Air Patrol that PGC enjoyed dissolved on May 31st when school went back in session. The new no-gyro rule made much conversation at the first pilot meeting, but was carried out to the

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letter. Despite minor protests everyone removed gyros.

The members of PGC are unanimous in their thoughts about sponsoring a soaring contest; it takes an awful lot of work but it's worth it.

NORTHWEST REGIONAL SOARING CONTEST

The 1966 Northwest Regionals was distinguished by bad weather and the introduction of the fiber-glass Libelles to Northwest competition soaring. They proved themselves impressive flying machines, in either strong or weak conditions, and their owners were wearing very broad smiles by the end of the week.

The weather proved most undesert-like. Little or no practice flying was possible on the two practice days preceding the contest and a task was not even set on Monday (Memorial Day). The next day was barely flyable, the following two quite good, but challenging, and the last rainy. Although a task was set this last day not even the Libelles were able to stay up in the rain.

Tuesday, May 31, was overcast and unpromising, so Competition Director Chuck Jackson craftily declared an open-distance task, confident that no one would exceed 200 miles and impose a mandatory rest day (which would have just about sunk our changes of getting in the three scoring days necessary for a valid contest). Those competitors who were lucky or skillful enough to stay up drifted off downwind at or below release altitude. United Airlines pilot Carroll Klein and his immaculate new Libelle were among the first off, and went 105.5 miles, all at the great average speed of 20 mph (including tailwind!) for the best flight of the day. Several of the other competitors came to earth thirty or forty miles out,

and several just across the river — roughly max-L/D glide from release. Cec Craig and Bob Moore trailed back, reassembled and made a second start just before the line closed. Cec went to Yakima (62.5 miles) and Moore pushed on through rain and snow (it must have been VFR, since he had no gyros) to Ellensburg for the second and third best distances.

After the cold front, Wednesday dawned clear and the cu were soon popping. A race to Harrington and return (190 miles) was declared, a task which was to be complicated by a stiff headwind and cirrus development in the Richland area. Only the early starters got away. Some of the others had the agonizing experience of making many starts, heading off bravely, and being blown back across the river.

Ed McClanahan was one of the last to get away (forgot his turnpoint camera on the first launch) and the first back, with a speed of 43.5 mph. Klein and Moore, the only others to complete the task, took a lot longer and made a near photo finish. Moments later a squall line and a solid wall of blowing dust enveloped the airport. Frank Woodward, who had only a few miles to go, was forced to turn back and flee to a safe landing at Connell, just ahead of the storm.

A distance task was declared for the next day, a task that was cunningly contrived so even a Libelle was unlikely to land more than 200 miles from home. The object was to fly to the little town of La Crosse,

1966 NORTHWEST REGIONAL SOARING CONTEST — TABLE OF SCORES

FINAL STANDING PILOT	SAILPLANE	MAY 31		JUNE 1		JUNE 2		FINAL SCORE
		MILES	POINTS	MPH	POINTS	MPH	POINTS	
1. Carroll Klein	Libelle	105.5	1000	34.95	820	234.0	918	2738
2. Ed McClanahan	Libelle	54.0	511	43.5	1000	255.0	1000	2511
3. Robert Lee Moore	1-21	78.0	739	35.05	823	213.0	837	2399
4. Cecil Craig*	LK-10A	62.5	592	(103.5)	343	143.5	554	1498
5. Frank Woodward	K-6	43.0	407	(161.0)	533	76.5	300	1240
6. P. van Gruen	Skylark III	—	—	(44.0)	150	150.0	589	739
7. Ken Wheatley*	1-23	15.5	157	—	—	109.0	428	585
8. R. Chitwood*	Cherokee II	11.5	109	—	—	116.0	466	574
9. Doug Barritt*	LK-10A	11.0	104	—	—	91.0	357	461

Asterisk (*) after name indicates Class Two entrant.

Figures in parentheses in MPH column are miles flown.