



JUST WIND

By Herman Stiglmeier
President, S.C.S.A.

Our enjoyable outing at Violet Dry Lake was another milestone in the history of Southern California soaring. We found answers to some of the questions we have been asking regarding meets and air shows. It was interesting to wander through the crowds talking to everyone and jotting down some of their ideas.

Adequate towing facilities are the major necessity for any successful meet. If each sailplane owner furnished his own towing equipment, there would be very little flying and a great deal of confusion. Unless each crew works efficiently and cooperatively, paid personnel is essential. To insure smooth field operations and adequate tow equipment available to all, some form of entry fee is necessary. A fee either for the entire meet or for each event entered or both seems to be on the must list.

Previous meets have always put a handicap on single-place ships over two-place. It was thought that two-place ships should deserve more credit for their performance. This meet definitely showed that the larger ship is capable of soaring anywhere.

Many shows or meets of various interests never make any profit other than on the concessions available. This is a fine way for the S.C.S.A. treasury to build up its reserves. However, concessions need personnel and management.

A printed program of each day's events sold to the spectators at a nominal sum is one of the best ways to hold public interest. Another is the description and narration of events over a public address system. A headquarters where

information is available to the public, a secretary to keep pilots' standings up to date and recorded on a score board, all help to make a successful meet.

When soaring weather is good and all the ships are soaring, you can hear newcomers in the crowd say, "Where are all of the gliders?" A good program should be worked out carefully and set up to entertain the crowd. Stunt flying, parachute jumps, or exhibition and co-ordinated flying could be done.

These are only a few ideas that go to make up a successful air show or contest. Paid personnel or volunteer help are a must to get the S.C.S.A. on the up-swing to becoming the largest sports association in the world. Concessions, tow lines, tow planes, programs, printing, prize money, field operations, police, props, pilots, sailplanes, and where to put them—all require a great deal of cooperation to make our association meets and get-togethers what we all want them to be.

Robinson, Myers, Boone, Winners at Violet Lake Contest

Fifteen ships and pilots furnished keen competition for prize money donated by the 29 Palms Lions Club, the Joshua Tree Chamber of Commerce, and Nelson Aircraft Co. of San Fernando. A crowd of 700 spectators saw John Robinson keep his famous Zanoia aloft for 4 hrs. and 8 minutes to take first prize for duration with Henry Myers running a close second with 3 hrs. and 50 minutes, followed by Dick Lyon who turned in 2 hrs. and 58 minutes and fourth place of 2 hrs. and 30 minutes turned in by Robert Thomas.

First place in bomb dropping was taken by Dave Boone of Laguna Beach followed by Herman Stiglmeier and Henry Myers respectively.

John Robinson took his second first place of the day in Spot Landing followed by Herman Stiglmeier, John Clark, and Frank Wolcott.

Henry Myers and his Baby Albatross sat on top of the pack at an altitude of 5350 feet above point of release to take first for altitude, followed by Dick Lyon with an altitude of 4200 ft. and Dave Boone 4000 ft. for third position.

Herman Stiglmeier and Robert Thomas furnished the spectators some Oh's and Ah's with some classy exhibition flying in their L-K's.

Hard luck seemed to dog our launching equipment Saturday afternoon and Sunday morning but by noon Sunday they were being put up to stay. To Paul Tuntland and Bill Putnam goes credit for organizing the meet, furnishing the location, and the tow equipment. Airplane tow was extensively used for launching throughout the contest but the highest altitude above point of release was made from an auto tow!

Saturday and Sunday morning found the weather ideal to be on the desert but not too good for Soaring as nothing was going up. By noon Sunday the wind arrived from the right direction and the pilots were up to stay. By the time we were ready to leave Sunday evening the wind had reached gale proportions and the L-K owned by John Clark, Bob Shairer, and Russ Brown was still in the air, slope soaring over the hump.

Ships, pilots and crews on the field were:

1. Herman Stiglmeier, Dick Crum, Phil Crum. L-K.
2. Henry Myers, Jim LeFluer, Baby Albatross.
3. Ray Plozay, Dick Lyon. Schweizer.
4. Bob Shairer, Russ Brown, John Clark. L-K.
5. Robert Thomas. L-K.
6. Harold Huber, Sid Barnett. L-K.
7. Northrop Glider Club, D. Pope, Bill Tranter. Baby Albatross.
8. Roger Amundson, Walter Ballard, Norman Tiegion, trailed their Schweizer over from Phoenix Friday night.
9. Associated Glider Clubs of So. Calif. brought their Schweizer up from San Diego, manned by Dave Boone, and Max Breitenbach.
10. Frank Wolcott, Don Downie, Bud Kimbal. L-K.
11. Art Russu. L-K.
12. John Robinson, Walter White. Zanoia and L-K.
13. Bob Blaine. Pratt Reid.
14. Carl Ziler. Schweizer.
15. Hawley Bowlus, Ted Nelson, with the Bumble Bee.

Dr. and Mrs. Klemperer and their son Walter were on the scene of activities both days and spent a night on the desert as did Mr. and Mrs. Hawley Bowlus and sons, and Ted Nelson and wife and son.

It is reported that the CAA will get the following German sailplanes: 2 Reihers, 2 Meises (Olympic), 2 Hutter H-17s, 2 Wolfs or Grunau Babys. Just what they will be used for or who will fly them is not known.

Performance Report on Contest Held on Violet Lake, February 23 and 24, 1946

| Pilot | Ship Make | Bombing Distance from Target | Spot Landing Distance from Spot | Duration | Altitude | Type of Tow |
|----------------|------------|------------------------------|---------------------------------|--------------|----------|-------------|
| H. Myers | Baby Alb. | 99'6" | 49" | 3 hrs. 50 m. | 5350 ft. | Auto |
| B. Shairer | L-K | | 44" | 46 min. | 2800 ft. | Air. |
| J. Robinson | L-K | | 11 1/2" | | | |
| J. Robinson | Zanoia | | | 4 hrs. 8 m. | 3600 ft. | Air. |
| H. Stiglmeier | L-K | 67'4" | 14" | | | |
| M. Breitenbach | Schweizer | | 41'8" | 18 min. | | |
| J. Clark | L-K | | 24" | | | |
| R. Amundson | Schweizer | | 28 3/4" | 1 hr. 45 m. | | |
| B. Blaine | Pratt Reid | | 51" | 32 min. | 2900 ft. | Air. |
| F. Wolcott | L-K | | 26" | 50 min. | 3200 ft. | Air. |
| W. White | L-K | | | 12 min. | | |
| H. Huber | L-K | | | 15 min. | | |
| R. Brown | L-K | | 31" | | | |
| R. Thomas | L-K | | 24'3" | 2 hrs. 30 m. | 3300 ft. | Air. |
| D. Boone | Schweizer | 33'2" | | 2 hrs. | 4000 ft. | Air. |
| D. Lyon | Schweizer | | | 2 hrs. 58 m. | 4200 ft. | Air. |