

Aerobatics: Paul Tuntland, Los Angeles, Pratt-Read.
Pacific Midwinter Soaring Champion: Richard Johnson, Palm Springs, Cal., 123 points.

Other contestants and their ships were James E. Sands, TG-3A; Raymond Parker, Rigid Midget; Myron L. Wells, Bowlus Super; Earl E. Frederickson, Bowlus Baby; Cyril Leigh-Smith, I-19; Richard W. Lyon, TG-2; Stanley A. Hall, L-K; Donald K. Ratty, TG-2; and Kalman E. Saufnauer, TG-3A.

El Mirage Soaring Regatta

from
THE THERMAL

THE first two heats of summer-long El Mirage Soaring Regatta, to be climaxed by championship finals in October, have been held at El Mirage Gliderport, Adelanto, California.

The second "heat," held April 17 and 18 at El Mirage, found Dick Lyon of Culver City in first place and lengthening his lead over Jack Ludowitz of Van Nuys by completing a goal flight to a designated spot just beyond Victorville.

Several new pilots entered the competition at this time. One of the new-comers, Minghelli, took duration honors with flights of three hours and two hours in his yellow and silver TG-3. Bud Lindsay and Victor Bittern also entered a brilliant red Baby Albatross.

Despite the fact that thermals were grouped in widely-spaced bunches, making distance flights harder to complete, a sixteen mile goal flight was completed and flights of up to three hours were made.

The first heat of the regattas in March saw Myron Wells, John Robinson and Dick Lyon fighting for first place honors.

John Robinson contacted a wave (Moazagot1) condition that took him to a frigid 14,075 feet. At this altitude he was poised motionless above the desert while flying at a true airspeed of 95 miles an hour. Myron Wells and Gus Briegleb encountered similar conditions late in the afternoon.



Winners All: Stiglmeier, Tuntland, Johnson, Robinson, Briegleb, Stasneck with the perpetual trophies of the San Diego Contest.



Warren Watson

The "Super" poses for the camera.

Sunday, Myron completed the "short" three-point circuit course of 21 miles just two seconds ahead of John Robinson, with whom he was racing. Their speed averaged better than 60 miles an hour.

Jack Ludowitz took his brother Tom to the outskirts of Palmdale in their TG-3 Schweizer. Dick Lyon flew with Ed Gibbons in Dick's TG-2 over the Mint Canyon pass to Antelope Valley, a distance of more than 60 miles. Then they returned to Palmdale where they landed at their pre-determined goal.

Harold Huber flew Irv Prue's "Belly Tank with Wings" several times. Irv has added flaps to the tiny ship to increase its speed range.

At a contest meeting some contest rules were changed and Warren Watson showed colored slides of the Torrey Pines meet.

The third heat of the regatta was scheduled for May 15 and 16. Trials in aerobatics, closed course racing, distance and duration will be principal features.

Meanwhile, the Adelanto Chamber of Commerce has approved a large trophy to be awarded to the regatta champion, and it has also underwritten a \$250.00 point award fund for the seventh heat, to be called the Second Annual Soaring Festival.

Other prizes are an Airspeed and Dennyrite motor, to be given by the Briegleb Aircraft Company, Paramount Picture Framing, a carry cart by American Carry Products, and a trophy by Kit Carson Aircraft Supplies.

Of special interest is the fact that the El Mirage field is being kept open at all times for power planes and to date there has been no interference with the glider operations. Auto tows have been carried on on a third runway, and on the adjacent dry lake. At one time as many as 17 visiting aircraft have been parked on the field.

It should also be noted that no special budget has been set up for the regatta and it appears to be financing itself.

The 1948 Soaring Regatta is being held under the auspices of the Southern California Soaring Association and is officially sanctioned by the SSA.