



The Schweizer 1-19 over the cliff at Torrey Pines during the Fifth Annual Mid-winter contest staged by the Associated Glider Clubs of Southern California, a San Diego organization.



Larry Bell in his L-K flattop, the first on the West coast. Note that fuselage has been elongated about two feet. This is the view from the Torrey Pines cliffs.

PACIFIC COAST MIDWINTER CHAMPIONSHIPS

John E. Loufek carried off a double armload of trophies and the grand championship of the Pacific Coast Midwinter Soaring Meet held February 24th and 25th at Torrey Pines, ocean front field near San Diego. This is the site made famous by the Associated Glider Clubs of Southern California.

Loufek was awarded a year's possession of the coveted John J. Montgomery Memorial Trophy—also won by him last year—through his first-place wins in altitude, maximum distance and maximum two-place distance competition. He amassed 100 points in the two-day meet, which brought out a total crowd estimated at 10,000 persons. His closest competitor was Dave R. Boone who scored 81 points.

Boone, winner in the duration category, placed second in aerobatics and second in maximum distance. William Ivans of La Mesa, took first place in aerobatics, and Joe Stasneck of Santa Monica won the spot landing contest. The bomb drop championship went to 16 year old Irving Gere, of La Jolla who won last year.

William C. Beuby made the longest distance of the meet with a 50 mile flight to Warner Hot Springs but was disqualified because he failed to land in time to get to a telephone and check in before a 4 p.m. deadline.

Flying conditions for the two days of the meet were excellent and at one time there were seventeen ships on the ridge.

The meet, fifth annual one to be held at Torrey Pines, was cosponsored by the San Diego Junior Chamber of Commerce and the Associated Glider Clubs of Southern California.

Three new breeds of sailplanes showed up at the meet this year, an LK Flat top by Larry Bell, a new homemade job by Hutchinson called VHS-101 and the country's first flattop TG2.

Following are results:

Altitude—Consolidated-Vultee permanent trophy; John E. Loufek, of Long Beach, first, 700 feet above release; Larry Bell, of Temple City, second, 550 feet and Milton E. Kuntz, of Walnut, 500 feet.

Duration—Ryan permanent trophy; Dave R. Boone, of Lakeside, five hours, five minutes; Kuntz, four hours, 28 minutes; Louis Gonzales, of San Diego, three hours, 23 minutes.

Maximum Distance—Solar permanent trophy; Loufek, 17 1-2

miles; Boone, 12 1-2 miles; John D. Swinson, of El Cajon, eight miles.

Aerobatics—Hultgren trophy; William Ivans, of La Mesa, 10 points; Boone, eight points; Herman J. Stiglmeier, of Inglewood, five points.

Spot Landing—Rohr trophy; Joe Stasneck of Santa Monica, three and three-eighths inches; E. D. Shattuck, of San Diego, five and one-fourth inches; Richard V. Lyon, of Los Angeles, five and three-fourths inches.

Bomb Drop—Saron trophy; Irving Gere, of La Jolla, two feet, 11 inches; Lyon, three feet, one inch; Wallace G. Loewen, of Wasco, 12 ft.

Two-Place Distance—Essery trophy; Loufek, 17 1-2 miles; Swinson, eight miles; William C. Beuby, of Van Nuys, approximately 50 miles (disqualified).

Club Participation—Stanley L. Peterson trophy; Associated Glider Clubs; Kern County Glider Club; Northrup Glider Club.

EDITORS NOTE: There is some controversy over the value of discussing glider accidents in this magazine, and the reporter who sent the above did not report a fatal accident which occurred at this meet, but the editor believes that such accidents and their causes should be reported in the interest of future safety. The consensus of several second-hand reports seems to be that an unqualified and unlicensed pilot was permitted to take off with a passenger, that he stalled on tow or just after releasing, then attempted a 180 back into the field and spun in. The pilot received a fatal head injury probably because he failed to tighten his safety harness, and the passenger was seriously injured but will recover. Surely our starters at meets should not be panicked by the stress of "getting them flying" to the point where they will take off someone who is not qualified to be flying in a meet.



Pat Mulloy of Laurel, Miss., in the TG3 flattop owned by him and Benny Flowers. They aren't talking about it yet; just sent the picture.