

an L.K., and Clark, a Pratt-Read. Schenbeck also completed the final leg on his Silver "C."

Class III: 1st, De Vaughn North, in a 1-19; Walt Franz, 2nd, in a Baby, and Dave Vonderahe, 3rd, likewise.

Highlights of the meet included a breath-taking spot landing by Paul Bikle—pree-cisely on the spot; Bill Bowmar's return trip from Warner's Hot Springs, during which he coaxed his Rigid Midget from levels as low as 300 feet, from lift to lift, until he finally picked up one of 800 ft. per minute, that brought him up to 6000 ft., and home to the Gliderport at Elsinore; David Vonderahe, Class III winner of 3rd place, claiming his trophy in his stocking feet, because, no less, he had lost one shoe and his canteen while righting his ship from an inadvertant nose dive while soaring over the meadows near Wildomar, California!

Bikle and Ivans flying wing to wing over Lake Matthews and the country between the Gliderport and Riverside, California to land on the Riverside Airport almost simultaneously; and the thrilling over-the-field flights of several of the pilots for the viewing of the large crowd gathered below on the final Sunday of the meet.

It remains only to mention the very successful banquet which marked the giving of the awards, graced with Hollywood glamour, Navy brass, and S.S.A. Southern California Governor Jim Spurgeon as masterful master of ceremonies.

Paul Bikle received the sweepstakes trophy from Commander Gordon Firebaugh of North Island Naval Station, and the Gordon Memorial Award from Hollywood's Miss Evan Lowe, who made the presentations to the award winners also.

None of the pilots went away without a prize of some sort, however, because the business people of the entire Lake area donated entry prizes of merchandise or service, which were given to every pilot as he registered, on the first day of both week-ends, with official registrar Mrs. Vera Williams, wife of vice-president John Williams of the Elsinore Glider Club.

The Elsinore Business and Professional Women provided food, coffee and cold drinks during all four days of the meet, and an over-all feeling of pleasant satisfaction and good-fellowship marked the meet from beginning to end. Many of those who had come to Elsinore to try soaring for the first time expressed their determination to return soon and often.

YOUTHS "CHECK-OUT" VIA RADIO

By LES ARNOLD

During the West Coast Meet at El Mirage this past August, I had the opportunity to teach my daughter, Jean, age 15 years and her friend, Don Kildebeck, age 16, to glide.

They were crewing for me during the contest so in turn I gave them a chance to learn to fly. Each morning we were up at dawn and practiced till the contest started. The dry lake, which is 4 miles long, was ideal for car tow and we used about 700 ft. of wire with 50. ft of nylon rope for shock absorber. In my ship "Red-



Jean and Don

wing," a TG3, and also in my car are Mitchell Avigator Jr. radios which proved to be a big help in this training.

Jean and Don took turns in the front seat as I instructed from the rear cockpit. With the help of one other adult to supervise the tow car we got along very well. Each student would take about six tows in succession, usually to 400 ft. where a 360° could be made and we would then land near the end of the line, all ready for the next tow. By contest time we were usually able to get in 15 to 20 tows. The radio contact was a great help during this time in directing the tow car and driver through unfamiliar terrain, also for regulating tow speed and taking up slack in the line.

Jean had had some glider time previously—mostly air work, and Don had had a little time at our home base in Centerville. Both were enthusiastic, however, and quick to learn. By the third day I believed they would be

able to solo before the end of the week but didn't mention it to them.

One morning Jean had made a couple of tows and had done so well I decided to let her try it alone so I got out and closed the rear hatch. Jean was surprised when I told her she was ready to solo. I rode in the tow car with the "mike" in my hand to give her advice if needed but to my own surprise all I did was to speak a few words of encouragement. She made a beautiful 360° and landed near the line end. When we got over to the ship she was all smiles and ready to go again. Her second flight was just as good as her first.

Now it was Don's turn and he wasn't going to be out-done by a petticoat. After three flights with me I felt he was ready for his first solo. Since it was getting later in the morning the air was getting rougher, too, but Don made a very good flight. On his second solo as he was landing, a dust devil hit him and turned him off his final approach but he mastered it and made a good landing anyway.

On Sunday, the final day of the contest, I took Don up for soaring practice. He did very well, reaching over 12,000 ft. m.s.l. This was his first real soaring flight and he reached cloud base over the San Bernardino Mountains. Later in the day when Jean was up with me doing soaring practice, she asked if we could enter the Yo Yo contest which was scheduled as the final event of the meet. It was 3 o'clock at the time and the contest closed at 4:00, but we decided to give it a try. Jean watched for dust devils as we descended to 4500 ft. so we went directly into one and would climb up to 7,000 ft. in the thermal, then out of it and down to 4500 and into another and up again. In the one hour we were up and down seven times. Jean was a big help in observing and pointing out thermals and, though the air was very rough at times, and we did a lot of circling, she really enjoyed it and had no trouble with air sickness. We were very much surprised to learn later that we had won the Yo Yo trophy.

To sum up our experience at El Mirage I would like to point out the following—

1. I believe the teen-agers learn very quickly and they seem to feel more at home in the air than most adults.

2. By daily practice and training the students do not forget what they have learned and are more enthusiastic.

3. The radio contact gave the stu-

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