

TORREY PINES MEET

by JIM SPURGEON

On Saturday morning, February 27, a very cheery scene was shaping up at TORREY PINES GLIDERPORT. A low pressure weather system had just moved inland, leaving bright sunshine and scattered clouds overhead. On the field, glider pilots and their crews were scurrying around stumbling over spectators trying to get setup before starting time. At 9:30 a.m. all hands gathered in the AGCSC club house for the pilots meeting. Rules and regulations were gone over, scoring system explained, gripes aired, and all pilots drew takeoff order from numbers in a hat. John Mills, meet director, wished all best of green air and the contest was on. Vern Hutchinson was first man off, followed closely by Don Stevens, Paul Bikle, Bill Ivans, and a host of others. As rapidly as the winch wire could be towed back, another ship hit the air. Gliders were everywhere up and down the cliffs aided by a stiff 18 knot breeze that kept all

ships aloft with ease. The wind was spanking the 350-foot-high sea ledge right on its face. By 1:00 p.m. the duration event was already shaping into the top spectator interest catcher. Don Stevens, flying his beautiful red, white and blue Baby Albatross was setting the pace for top time aloft, followed by Bikle and Ivans in Schweizer 1-23's. Brown flying his flattop TG2, Bell in flattop LK, Gretta in a Baby, Stiglmeier in his Super Albatross were all in there pressing the lead time men.

Tom Clark, flying Stiglemeier's PR snatched top attention from the ridge soaring by doing an unscheduled aerobatics show. Faulty elevator controls were discovered by Tom when he and passenger were some 300 feet up on winch tow. They flew best they could without elevator control, guiding the ship with rudder and trying to slow her down with spoiler brake. The ship went off winch tow right up to full stall, nosed down and went



Jim Spurgeon—Sparkplug of the San Diego group, the A.G.C.S.C.

zooming right off the cliff. It came back to two full stalls, the last one was a full whip, followed by a huge loop. The PR came out over the water at about 50 feet doing some 150 miles per hour, then Tom hit the spoiler and fanned rudder, forcing the ship down in waist deep Pacific Ocean. Both he and his passenger waded out without a scratch. Bob Fronious also lost his Robin trying to get a cross-country back to his home field. He ended up trying to thread a canyon and ran out of lift and altitude at the same moment, right over a pond. Bob will probably re-christen the Robin to "The Duck."

Meanwhile, the duration event was grinding on, Stevens still leading, Bikle second, Ivans third. Stevens had forgotten that our meet runs until 5:00 p.m. on Saturday, so thinking all scoring stopped at 4:30, he flew on to 4:50 then came floating down to land, only to discover his error and find out that his lead was just 4 minutes short of winning should Bikle stay up 'till 5:00. Bikle made it and at the last minute, he and Ivans struck out for distance points by heading down the beach, both landing at 5:00 on the nose.

On Sunday, February 28, a heavy fog hung off shore all day long. Winds were light and the spectators were thrilled by spot landings, bomb drops, and a terrific aerobatic duel between Bikle and Ivans, both flying their 1-23's. The meet officially closed at 4:00 p.m. and at 4:10 the spectators couldn't find their cars; the fog was so thick.

Twenty-seven pilots flying 17 gliders, of which 12 were two-place, had really put on a show.

All events were open to the contestants, duration, altitude, spot land-

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PHOTO BY SPURGEON STUDIOS

Winners Circle — The eighth annual Pacific Mid-Winter Soaring Championships. L. to R.: Bill Ivans, Dick Lyon, Glider Queen Dolores De Candia, Champion Paul Bikle, Bob Brown, Duke Mancuso.