

# PROGRESS REPORT FOR 21st NATIONAL CONTEST

By L. A. (PETE) BONOTAUX

Contest planning is in progress by the Elsinore Soaring Contest Committee under the Chairmanship of Hal Smith at Elsinore and under the Chairmanship of L. A. (Pete) Bonotaux, for the Pilot's Advisory Groups to the Contest Committee. The advisory groups are people who are advising in detail to the Contest Committee, making recommendations to provide for every need of the contest.

Bill Young, of the Elsinore Glider Club, is the Chairman who is arranging for our relations with C.A.A., leases, insurance, and all details regarding the cost and expense of the contest. This work is well planned and a great deal of it completed.

Publicity and Fund raising, under the Chairmanship of John Murdock, of the Elsinore Glider Club, has already arranged many publicity releases for national distribution through newspapers, magazines, radio and T.V.

The Contest Committee under its Chairman, Hal Smith has cooperated with the John Roche Co., public relation specialists, who are already at work organizing the contest booklet and who will raise the bulk of the necessary contest funds. This booklet and program, being handled by professionals, should prove to be one of the nicest and most interesting contest booklets to date.

The Welcoming and Entertainment Committee, under the Chairmanship of Bill Rodenberg of S.C.S.A., is seriously concerned to make full use of the variety of things to see and do in Southern California during the days and the evenings, for the pilot, his wife and his crew, so that everyone will take back fond memories of this contest, as well as having achieved some excellent soaring. Besides their plans for a western barbecue, dances, technical speakers and side trips to Hollywood, Long Beach's famous Pike and the San Diego Naval Base, etc., Bill has also arranged for a very interesting display of antique airplanes and another display of experimental airplanes, many of which will be on display for the first time.

The scoring system which appears in detail in this issue of SOARING, has been devised with great care under the direction of John Williams, Vice President of the Elsinore Glider Club, and some of the best pilots in Southern California, Bill Ivans, John Robinson, Paul Bickle, Paul MacCready and many others. They have devised a scoring system, which will pick a truly worthy National Champion using a



"Dust Devil" indicating strong thermal at Lake Elsinore, site of 21st National.

single-seater, high-performance sailplane.

The scoring system has been carefully devised so as to encourage and stimulate the owners of second-class and war surplus type sailplanes to participate in this National Contest. These second and third class type of ships are expected to make distance flights of over 100 miles and achieve altitudes up to 15,000 feet. We expect 10 to 15 new designs which have not previously competed at a National, some having never been flown before.

Field Operations and Safety, under the Chairmanship of Lou Mass, of the Elsinore Glider Club, have geared

their planning towards 100 ship participation, and aim to have at least 10 tow-planes to launch their operation under very precise regulations so that all ships can be launched between 10 A.M. and Noon, or a 2-hour period. Preliminary planning now provides for the use of an extra airport, which is adjacent to the Elsinore Glider Club field. They also plan to have several property fences which surround the airport, removed for the duration of the contest to ensure greater areas for take-offs and emergency landings. We have assurance of cooperation from the March Field Air Force Base, at Riverside, California, of their best weather advice. Additional cooperation has been obtained from the Sheriff's Highway Patrol throughout So. California to report and assist, by direct short wave radio to the field, and report all landings so as to expedite retrieving crews' work, etc.

We have recently learned that C.A.A. has just completed the establishment of many emergency landing strips throughout the Mojave Desert and other desert areas in So. California. These strips are stocked with food, water and gasoline, intended of course, for forced airplane landings in this very rugged area. It may never be necessary for a contestant to have to use these fields, nevertheless it is a great boon to our contest that they are available in the event that a cross-country aspirant falls short of his goal.

Model Glider and Model Airplane Contest Committee under the Chairmanship of Lloyd Licher is organizing a 2-day contest for model sailplanes, radio controlled sailplanes, and certain airplane models. These events will be conducted according to National Model Organization Regulations, will earn their own awards, and will be conducted during a period that will not interfere with the normal operations of the main glider contest. We feel that this will perhaps make a timely connection between the modelers and our sport of soaring.

We have recognized that several of the Eastern pilots are going to make

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