

SCSA REGATTA

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tance record for a Baby-Bowlus. These he felt were the conditions for which he had been waiting. He figured from the forecast that he should have a 20 to 30 mph tail wind; so he flew steadily for one hour and 30 minutes with full spoilers and maximum airspeed. From observation of a lake in the distance Don began to realize that his ground speed was seemingly not as fast as it should be. Fate decreed that this was not Don's day. Instead of a tail wind, he had been faced with a strong head wind. As this fact entered his consciousness, Don had no need to make a decision, for he penetrated beyond the lift and continued on. Suddenly it happened. Nothing but down! Real down! In desperation Don tried to escape, but to no avail. He'd had it. C'est la vie! In talking with Don one can sense his great determination and his will to succeed. It is an accomplishment to have these traits without a tinge of fanaticism.

These thoughts about determinism immediately brought Bill Ivans to mind. After an outstanding performance at the Nationals at Elmira, he returned to California, entered the contest as a late starter and still wound up third. But the intriguing part about Bill is his decision to fly goal and return from El Mirage to Bishop (386 miles). There is no doubt that he will some day accomplish this flight.

Music from the car radio swayed our consciousness as its tempo changed to rhythm and blues. Thoughts of Eleanor and Walter Klemperer, Ross Briegleb and Herb Mortz crowded the mind. During the contest these teenagers had all taken large strides forward from the embryonic stage. Herb Mortz made a goal and return from El Mirage to Boron in the Boulder Club TG-3, but Jack Lambie rode along in the rear cockpit because Herb had never flown over the desert country before. Of course, even though Herb did the flying, Jack had to be considered senior pilot. These young flyers will soon become veterans. Ross

Briegleb is already a top flight soaring pilot; the activity at El Mirage required his help thus preventing him from greater participation.

Momentarily a pang of remorse swept over us as we recalled the misfortune of Dave Boone. After keen participation at Elsinore he loaned his L-K to a friend for a flight at El Mirage. An unlucky landing eliminated Dave from further competition. This mood reminded us how much we missed Capt. Ed Butts who had been transferred North at the half-way mark of the contest. He and Ed Robinette with Paul Bikle as their

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Photo: June Sargent
Crewman Chuck Haber and Dick Bray pose with Bill Hoverman and his Schweizer 1-23 during the 1955 SCSA Regatta.

DAILY POINTS

Class	Order of Finish	Pilot	Ship	Elsinore			"El Mirage"		Elsinore	"El Mirage"		Total 3 Best Days
				7/2	7/3	7/16	7/30	8/6		8/21	9/3	
A	1.	Bikle	1-23	12	GR-64	48	280	GR-377	166	315	370	1062
	2.	Maxey	Jenny Mae	18		32	260	116		GR-295	431-GR	986
	3.	Ivans	1-23E				260	116		315		691
	4.	Hoverman	1-23	23	21	114	260	116			236	612
	5.	Parker	Tiny Mite	32	23	59	72	230	53	G-222		524
	6.	Butts	1-23	G-37	170	GR-132		GR-132				339
	7.	Bowmar	Ridg-Mig			23	46	23				92
B Single Place	1.	Hutchinson	LK	11	GR-50	52	97	200	36	G-222	169	591
	2.	Franz	Prue-160				69	106		174	116	396
	3.	Mancuso	LK		16	28		139		G-222		389
	4.	Bell	LK				81	171				252
	5.	Starr	LK	15			174		14			218
B Two Place	1.	Ziler	LK	15	G-21		87	98		148	GR-266	512
	2.	Aiken	PR		23	23	75	151				249
	3.	Lambie	TG-3			23			24	GR-81		128
	4.	Boone	LK	15	23	23						61
	5.	Planck	TG-3	15								15
C	1.	Stevens	Baby			33	51	142	32	127	30	320
	2.	Briegleb, R.	TG-1A				56	26			26	108
	3.	Licher	1-7				9	15				24
	4.	Klemperer, E.	TG-1A					GR-17				17

1—Point per Mile

G—Goal 15% Bonus

GR—Goal and Return 40% Bonus