

NORTHERN CALIFORNIA MEET

by JOHN FLYNN

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The second Annual Northern California Soaring Meet was held May 14, 15, 21 and 22, sponsored by The Northern California Soaring Association and the Sacramento Soaring Club. It was held at the Lincoln Municipal Airport, home base of the SSC.

Saturday, May 14, was not promising . . . at least so we thought, with a sharp north wind of about 20 to 25 knots. By noon, the wind had decreased only a little and some of the Pilots were just starting to assemble their ships.

Glenn Rogers was first off in his big silver Pratt-Read, with Art DeMelo as passenger. He released just north of the runway and worked a weak thermal until he drifted south almost out of range of the field. He returned to catch another thermal only 300 feet above the runway. This time he picked up altitude a bit more rapidly and drifted south with the

same thermal as Bob Gomes, up to 6500, then a quick run 19 miles south to Phoenix Field at Fair Oaks.

In the meantime, the brisk wind was breaking up the thermals near the foothills, and left Glenn Rogers and Art DeMelo stranded in a pasture near Sloughhouse, 37 miles from Lincoln. Earl Menefee landed his beautiful Super Albatros at Mather Air Force Base, somewhat to the consternation of the Jet Jockeys, the B-29 herders and the "Top Brass."

Doc Sawyer's flight was not without its tribulations. He burned out both wheel bearings on his trailer about midnight Saturday and he did not get back to Lincoln until Sunday afternoon.

Sunday, the sky was flecked with lovely cumulus. The wind was almost nil and everyone was all set for a terrific day. Vic Swierkowski named Fresno as goal, smoked his barograph and headed south. He landed at Fres-



Fred Jukich starts in his Fauvel on 50 mile flight from Lincoln to Lockeford near Lodi.

thermal, still circling at about 2500 feet.

Dr. John B. Sawyer was launched next, flying his Mitchell designed "Nimbus." With conditions seemingly marginal, he did not prepare his barograph. His terrific flight of 221 miles south to Tulare in the lower San Joaquin Valley would have given him his gold "C" distance leg.

The second best flight of the day was by Vic Swierkowski in his LK. He reached La Grange, a small town east of Modesto and 101 miles south of Lincoln.

Bob Gomes, student pilot of the Ames Club TG-3, earned his silver "C" altitude leg with a flight to 6500 feet.

Tow Pilot, Lynn Orgill, with the Sacramento Club TG-3 and John Flynn as passenger, made the only goal flight of the day, working the

no's Furlong Airport, 166 miles and 5 hours and 43 minutes later, earning enough points to move into first place, just barely ahead of Doc Sawyer, who, with a late start, designated Modesto as his goal and made it easily.

Earl Menefee named Red Bluff, 99 miles north, as his goal. Soaring luck being what it is, he had a terrific flight, only to land just two miles short of the Red Bluff Airport.

George Congdon, in his Baby Bow-lus, and Fred Jukich flying his Fauvel, made flights of about 50 miles each, to the vicinity of Lodi, giving George his silver "C" distance, since he had a barograph with him.

Jim Hutton, with Charles (Mac) Snyder as passenger, flew goal and return to Fair Oaks to cinch the TG-3 Club Ship trophy for the Ames Club of Centerville.



'Toodie' Perl, daughter of Harry Perl, in Ames Club TG-3.

Glenn Rogers landed in the northeast corner of Camp Beale, Military Reservation, on a rough new strip only partially completed by the Army Engineers.

The last two days were relatively uneventful. An inversion had moved in during the intervening week, and the only flight on Saturday beyond the 15 mile minimum was Dr. Sawyer's hard earned trip to Stockton, about 55 miles south. This flight resulted in first place for him in the meet.

Sunday, a task day, was disappointing. Marysville, 21 miles north, had been selected as the turning point on a goal and return task. Seven of the nine participating sailplanes landed between 5 and 15 miles north of the airport, when the rice paddy and plowed field terrain around Lincoln gave way to orchards and hop fields. After a rough afternoon retrieving the ships, the whole gang accompanied by wives and children enjoyed a chicken dinner in Lincoln.

Special credit must be given to Sterling Barnes and Derril Hansen for their fine job of handling the starting operations and the point award system. Special credit should also be given to Ed Addington, airport manager, for his local promotional work and his cooperation with the pilots and crews.

And of course, we owe our thanks to Gordon Smith who did a fine job of towing with his PT-23 and to Lynn Orgill who flew the Sacramento Club's Timm.

All agreed that this had been one of the most rewarding and most enjoyable meets they had ever attended. *The Third Annual Northern California Meet promises to be a humdinger.*