

# THE 12th ANNUAL TORREY PINES MEET

by TED SANFORD

*Sanctioned by The Soaring Society of America, Inc.*

Flying his beautiful, clean Schweizer 1-23E sailplane along the cliffs of Torrey Pines Gliderport, Paul F. Bikle again demonstrated his piloting skill and captured first place in the 12th Annual Pacific Midwinter Soaring Championships. This contest was held on the 22nd and 23rd of February, 1958. It was sponsored by the Associated Glider Clubs of Southern California, Ltd., and the San Diego Junior Chamber of Commerce. Thirty pilots registered twenty-three sailplanes; six Schweizer 1-26's, one Pratt-Read, two Schweizer 1-23's, three L-K's, three Schweizer TG-2's, two Cherokee II's, one Prue 215, one BG-7, one Schweizer 1-7, one Schweizer 1-19, one TG-3, and one Baby Bowlus.

A capacity crowd, estimated at between 10 and 15 thousand, enthusiastically appreciated the work of the Soaring Championships Committee which included Boyd Harford and Jack Stoops as Joint chairmen; Russ Torgerson and Don Ratty as Flight Operations; John Gorman, Roger Williams and Mike Packard as Starters; Duke Stallings, Bob Baker and Ed Pilcher as Winch Operators; DeVaughn North, John Swinson and Gene Whigham as Tow Pilots; Harry Parker as Glider Inspector; Bill Grevemeyer, CAA Safety Agent; Jim Spurgeon and Bud Wemple as Mas-

ters of Ceremony; Glenn Dodd, Frank Packard and Fred Hartman, Landing Control; Gwen Robbins, Helen Dick, Allene Falk and Dorothea Shultz as Information and Registration; Bob Lantz and Ernie Shattuck as Publicity; Frank Robbins as Hospitality; Dr. Orville M. Graves, Dr. Orville M. Graves, Jr., C. M. Whitlock and Ted Sanford, Pilot Briefing and Scorer. Special thanks go to Bernard E. Von Bernewitz of Silver Springs, Maryland, and Don Roberts of Los Angeles for their help in the scoring.

It may have been winter in many parts of the nation, but it was typical California weather as the meet opened at 11:15 A.M. on Saturday when Jack Gretta took the first tow and lifted his Baby Bowlus into overcast skies with temperatures in the low sixties. He floated along above the cliffs which edge the blue Pacific Ocean but sustaining lift was not yet present so he landed back aboard the gliderport. Eight minutes and two tows later, Les Arnold released his winch tow and began five hours and thirty-eight minutes of sustained ridge soaring along the beautiful California coastal cliffs. By 1:00 P.M., seventeen gliders were soaring along the cliffs. Although poor ridge soaring conditions had been forecast, a weak low front

passed the cliffs about 2:30 P.M. and Bikle, Bell, Arnold and Mancuso all increased their altitude to above 1,000 feet.

The day continued overcast but good winds and unstable air combined to afford the more experienced glider pilots excellent duration and good altitude as well as making possible several cross-country flights northward along the beach route. Les Arnold sharpened competition when he stopped three and one-half inches from the spot-landing marker and Ray Parker began to suspect he had overlooked a good career as a bombardier when his bomb fell within 8.4 feet of the bomb-drop target. The Saturday contests closed at 5:00 P.M. and gliders were tied down until 9:00 A.M. Sunday morning. There had been three duration flights that exceeded five hours in length on Saturday.

Sunday came with a 2,500 foot overcast. However, during the pilots' briefing between 9:00 and 10:00 A.M., breaks began to appear in the overcast through which blue sky was visible. Sterling Starr drew first winch tow but upon releasing found the wind light with no sustaining lift. A moderately high tide, which greatly reduced the available beach for landing, and the increased scoring points for bomb drop and spot landing caused most of the pilots to concentrate on those events until the wind picked up around noon and soaring flight along the cliffs could be performed in a more dignified manner. Parker and Arnold both continued to polish up their overlooked talents as bombardiers with marks of 2.1 feet and 2.5 feet, respectively. Arnold also continued to show that his 3½ inch spot landing

Larry Bell's flattop L-K with lengthened fuselage and retractable wheel looks graceful even on the ground as it waits for the ridge wind to pick up.



Photo: Rose Marie Licher

Paul Bikle climbs his Schweizer 1-23E on winch tow for a long flight along the cliffs. Paul attained the best altitude while ridge soaring, 1565 feet.



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