

# ELSINORE SPRING SOARING CONTEST

by STERLING V. STARR, Contest Director

The Southern California introduction to the summer soaring season took place at Skylark Field, Elsinore, Calif., May 16, 17, 30 and 31 with a four day cross-country soaring contest. Sponsored by the AGCSC, San Diego, the primary purposes of this event were to have fun and to stimulate interest in cross-country soaring. Both purposes were very successfully accomplished.

This meet was held with relatively little pre-meet organizational work, and meet costs were held low. Since it may serve as an example to other groups throughout the country who might be interested in holding regional contests, a brief description of this effort is in order. Pre-meet planning started three months prior to the contest with a discussion among club members at which time it was decided that the contest would have popular appeal if:

1. The rules and scoring were kept simple, creating an informal atmosphere for the contest.

2. Four contest days were held on two non-consecutive weekends (this eases family problems).

3. Useful merchandise prizes were given instead of trophies.

4. Prizes were made available to as many contestants as possible, with consideration given to multiple owner (and hence multiple pilot) ships.

With these ground rules as a guide, the contest was organized with a planned budget of \$125.00, including SSA sanction fee. One club member purchased the prizes, which included an airspeed indicator, an al-

timeter, four tool boxes with basic tools, 4 tiedown kits, sectional maps, and two "cleanup kits," including canopy cleaner, chamois, sponge, bucket, etc. Another member arranged for tow pilots, and the contest director spent four evenings writing up the rules (based on the 1958 U. S. National Contest rules), preparing flight cards and dupli-

cating these items. Except for minor considerations, this was all the pre-meet preparation needed.

The contest consisted of two open days (the Saturdays) and two task days. Ground support help needed included two wives for registration, four people on the flight line, a telephone operator, and turn point panel supervisors. Task planning was done by a contest board. Special soaring weather forecasts were prepared by the Los Angeles office of the U. S. Weather Bureau.

The reception given to this type of contest was outstanding. Because awards were given not only for placement in the final standings, but for

## ELSINORE SPRING SOARING CONTEST SCORES

NAME	Sail-Plane	1st Day	2nd Day	3rd Day	4th Day	Total
1. Leslie Benis	Super	370	926	378	1000	2674
2. Ernie Shattuck	FT. TG-2*	—	889	1000	740	2629
3. Dave McNay	1-26	370	1000	385	841	2596
4. Jack Lambie	BG-12A	738	431	581	720	2470
5. Bob Schnelker	Tiny Mite	370	567	538	880	2355
6. Paul Bikle	1-23E	1000	992	—	—	1992
7. John Swinson	1-26	278	464	621	562	1925
8. Frank Kerns	L-K	179	370	271	622	1442
9. Ted Grabowsky	L-K*	—	284	893	—	1177
10. Art Daegling	Baby & TG-2*	—	399	169	600	1168
11. George Tweed	BG-7*	—	831	220	—	1051
12. Helen Dick	L-K*	260	—	—	696	956
13. Ted Falk	1-26	124	176	158	481	939
14. DeVaughn North	TG-2 & FT*	370	480	—	—	850
15. Gene Whigham	BG-7*	249	—	—	502	751
16. Bud Robb	TG-2*	269	361	—	—	630
17. Carl Ziler	BG-12A*	—	—	—	424	424
18. Stan Newton	BG-12A*	—	—	412	—	412
19. Lloyd Licher	1-7	—	—	—	389	389
19. Carl Walters	TG-2	—	—	—	389	389
21. Gerald McTeague	1-26	—	295	—	—	295
22. Bud Robertson	BG-6	—	—	254	—	254
23. Jim Meckoll	L-K	220	—	—	—	220
<b>TWO PILOT (TEAM) ENTRIES</b>						
1. North - Shattuck	FT TG-2	370	889	1000	740	2999
2. Dick - Grabowsky	L-K	260	284	893	696	2133
3. Tweed - Whigham	BG-7	249	831	220	502	1802
4. Daegling - Robb	TG-2	269	361	169	600	1399
5. Newton - Ziler	BG-12A	—	—	412	424	836
<b>TWO PLACE ENTRIES</b>						
1. Ernie Shattuck	FT TG-2	370	889	1000	740	2999
2. Daegling - Robb	TG-2	269	361	169	600	1399

\* Same sailplane flown by different pilots.

A view from the towplane of the tie-down and take-off area at Skylark Field as flying begins on the first weekend of the contest.

Photo: Earnest D. Shattuck



The Call-Air tug trundles down the runway with the Antelope Valley Soaring Club's TG-3A on behind as Ted Falk gets set to go in his 1-26 N51Y.

Photo: Rose Marie Licher

