



Photo: Rose Marie Licher

The winners with their hardware; from L to R: Larry Bell holds the helmet he won for second place; Ted Grabowsky; Champion Dave McNay and the Meet Queen, Valerie Benson, hold the Montgomery trophy; Lloyd Licher; one of the Linn brothers representing the Soarcerers club; and Stan Winsor.

ing sailplane pilots. The day ended with Joe Lincoln and his crew frantically searching for each other in the fields 20 miles north of Torrey Pines.

The Sunday morning pilots' meeting opened at 9:00 AM with sad weather threatening. By the time the pilots had drawn their tow positions rain was falling. It continued to fall for the rest of the contest, varying from light to heavy.

Competition continued keen in the four active events. Sustaining winds arrived on the cliffs at about 1:00 PM but they were accompanied by rain, lowering ceilings and constantly decreasing visibility. Before the rain set in, an excellent demonstration of aerobatics was put on by Ray Parker who, by the way, was flying a 1-26 (SCSA's) for the first time. By 2:30 PM the rain had melted the crowd to nothing.

The contest operation at Torrey Pines ran with a smoothness rarely exceeded in a soaring meet. Not a single incident marred the Gliderport operation. At 3:30 PM a report was received that Walt Mooney, flying the Associated Glider Clubs' 1-26, landed hard on the sandstone rocks on the beach just south of the town of Encinitas. Walt flew into rain at a very low altitude in a super competitive effort to gain the last mile of distance for his score, stalled out of a turn and recovered too late to avoid piling into rocks on the beach. A member of his ground crew, Bill Evans, was driving up the coast highway following Walt's progress and saw the accident. Within five minutes he was helping Walt, who walked away from it, into his car. Evans took Walt to the Scripps Memorial hospital in La Jolla where we are

glad to report Walt is recovering and will be back to normal soon. Walt suffered two fractured vertebrae in his back.

This year the events were scored in a manner which allowed all contestants and spectators to check the standings at any time on a large scoreboard maintained current by a troop of Girl Scouts. Scoring was as follows:

Altitude - For all winch tow flights above 1000 feet ASL, one point for each 10 feet.

Duration - For all winch tow flights of more than 10 minutes, one point for each 5 minutes.

Spot Landing - Miss distance in inches subtracted from fifty gave contestants' score points.

Bomb drop - Miss distance in feet subtracted from fifty gave contestants' score points.

Distance-Off winch tow, two points per statute mile from Torrey Pines; off airplane tow, one point per statute mile from Torrey Pines after a release at 3000 feet ASL over the Gliderport.

Dual Distance - Same as for Distance.

Only the best try of each pilot in each event was scored to his credit. No bonus points were awarded in any event.

The final standings and scores of the competing pilots are given in the accompanying table. First place pilots in each event were awarded trophies as follows:

Meet Champion - Dave McNay, John J. Montgomery Trophy, 137.8 points.

Duration - Larry Bell, Ryan Trophy, 4 hr. 1 min.

Spot Landing - Stan Winsor, Rohr Trophy, 1 5/8 in.

Bomb Drop - Lloyd Licher, Saron Trophy, 3 ft. 2 in.

Distance - Ted Grabowsky, Solar Trophy, 26.3 mi.

Dual Distance - Ted Grabowsky, Essery Trophy, 14.6 mi.

Club Participation - Soarcerers, Peterson Trophy, 198.8 points.

Ribbons were presented to second and third place pilots in each event.

A new award was offered for the pilot flying a Cherokee II who scored the most points in the Meet. This

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1960 TORREY PINES MEET SCORES

Pilot — Ship	Duration	Spot Landing	Bomb Drop	Dist.	Dual Dist.	Total
1. Dave McNay — 1-26	40.4	44.8	38	14.6	—	137.8
2. Larry Bell — L-K	48.2	35.6	36	5.2	—	125.0
3. James Meckoll — 1-26	39.0	43.5	34.9	—	—	117.4
4. Ray Proenneke — Cherokee II	30.2	43.6	39.6	—	—	113.4
5. Ted Grabowsky — L-K	—	43.5	20.0	26.3	14.6	104.4
6. Harner Selvidge — 2-22C	—	46.4	28.0	—	6.5	80.9
7. Walter Mooney — 1-26	16.8	34.6	17.0	10.5	—	78.9
8. Stan Winsor — P-R*	7.2	48.4	5.0	—	—	60.6
9. John Gravance — 1-26*	18.0	—	42.3	—	—	60.3
10. Lloyd Licher — 1-7	—	3.6	46.8	8.9	—	59.3
11. John Ryan — 1-23G	15.2	10.0	5.0	25.8	—	56.0
12. John Krey — 1-26*	20.2	33.2	—	—	—	53.4
13. John Linn — P-R*	—	28.1	25.1	—	—	53.2
14. John Williams — 1-23	—	—	30.0	22.2	—	52.2
15. Harold Hutchinson — L-K*	12.0	38.0	—	—	—	50.0
16. Howard Burr — 1-24	6.6	42.1	—	—	—	48.7
17. Joe Lincoln — 1-23D	—	27.1	—	21.5	—	48.6
18. De Vaughn North — TG-2	3.6	—	36.3	—	8.0	47.9
19. Richfield Egleston — P-R*	—	47.2	—	—	—	47.2
20. Lynn Christensen — L-K*	—	40.4	—	—	—	40.4
21. Leo Linn — P-R*	6.0	31.0	—	—	—	37.0
22. Wade Steinruck — SCS-1	34.0	—	—	—	—	34.0
23. John Gorman — TG-2	19.0	—	14.0	—	—	33.0
24. Kirk Harris — Baby	25.8	—	—	—	—	25.8
25. Carlton Kibler — Cherokee II	12.6	—	11.0	—	—	23.6
26. Edward Blalock — Nimbus III B	5.6	—	—	—	—	5.6
27. Ray Parker — L-K*	5.0	—	—	—	—	5.0

* Indicates same ship flown by different pilots.