

ELSINORE FALL SOARING CONTEST

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Co-Contest Directors

Sanctioned by The Soaring Society
of America, Inc.

Skylark Field at Elsinore, Calif., was the site of the Fall Soaring Contest sponsored by the AGCSC of San Diego. The fall version of the very successful spring contest attracted even more pilots to cross-country adventures than did its predecessor. A total of twenty-seven pilots in nineteen different sailplanes participated on the contest days of Oct. 17th, 18th, 31st and Nov. 1st. Of course several other pilots joined the contestants for the companionship.

Precontest planning and organizational requirements were kept to a minimum. Details may be found in SOARING for July, 1959.

The contest consisted of two open days (the Saturdays) and two task days. Special soaring forecasts, which were used to determine suitable tasks, were prepared by John H. Aldrich, Supervising Aviation Forecaster of the Los Angeles U. S. Weather Bureau. Rules based on those for the 1958 U.S. National Soaring Competition were used for scoring.

Saturday, Oct. 17th, dawned with clear skies and eleven contestants anxiously awaiting take-off time. When the day was done Paul Bikle's 91 mile flight to a point east of Twenty-Nine Palms proved the best. John Williams captured second place with a 74.5 mile flight in his 1-23.

The task committee decided upon a Hemet-Jack Rabbit Pass-Elsinore triangle, a 51 mile jaunt, for the next day, Sunday. Seven of the fourteen pilots completed the course before strong surface winds and a smog front hit the area. Only 56 minutes and 59 seconds after take-off Paul Bikle landed back at Elsinore for the best completion time. John Williams, in his 1-23, and Jack Lambie, piloting his Fauvel AV-36 flying wing, finished second and third, respectively.

Oct. 31st found clouds covering



Photo: Robert C. Baker

Three flat-tops in the contest were John Williams' 1-23 on the left, Dave McNay's 1-26 in the foreground and Helen Dick's and Ted Grabowsky's L-K in back.

ELSINORE FALL SOARING CONTEST — TABLE OF SCORES

Pilot — Sailplane	1st Day	2nd Day	3rd Day	4th Day	Total
1. Paul Bikle—1-23E	1000	1000	1000	1000	4000
2. John Williams—FT 1-23	819	880	125	937	2761
3. Dave McNay—FT 1-26	199	807	430	250	1686
4. Leslie Benis—Super	182	823	125	0	1130
5. Ray Proenneke—Cherokee	—	—	125	947	1072
6. DeVaughn North—TG-2	329	417	195	110	1051
7. Jack Lambie—Fauvel	0	847	20	87	954
8. Frank Kerns—FT L-K	—	784	125	0	909
9. Ted Grabowski—FT L-K	208	421	165	0	794
10. Jim Moeller*—1-26	—	738	—	—	738
11. Jim Meckoll—L-K	—	—	158	447	605
12. Carl Walters—TG-2	264	323	—	0	587
13. Gene Whigham*—1-26	274	—	311	0	585
14. Bud Wemple—Prue 160	—	387	106	—	493
15. George Tweed*—1-26	—	431	—	—	431
16. Sterling Starr*—1-26	—	—	—	429	429
17. C. M. Mears—1-26	—	—	132	250	382
18. Rich Egleston*—P-R	313	—	—	—	313
19. Stan Winsor*—P-R	—	284	—	—	284
20. Bernard Godlove*—1-26	—	—	—	250	250
21. Bob Gravance*—1-26	—	—	91	87	178
22. Lloyd Licher—1-7	—	176	—	0	176
23. John Krey*—1-26	154	—	—	—	154
24. Jack Green—FT TG-2	—	—	125	—	125
25. Leo Linn*—P-R	—	—	125	—	125
26. John Linn*—P-R	—	—	—	0	0
27. Robert Forker—BG-6	—	—	—	0	0
Teams —					
1. Whigham, Tweed & Starr—1-26	274	431	311	429	1445
2. Moeller, Gravance, Krey & Godlove—1-26	154	738	91	250	1233
3. Egleston, Winsor, L. Linn & J. Linn—P-R	313	284	120	0	722
Two-Place —					
1. De Vaughn North—TG-2	—	417	195	110	722
2. Carl Walters—TG-2	—	323	—	—	323
3. Jack Green—TG-2	—	—	125	—	125
Clubs —					
1. AVSC—1-26	154	738	91	250	1233
2. Soaracers—P-R	313	284	120	0	722

* - Pilots flying same sailplanes as teams.

the field and a fairly strong north-east wind blowing against the ridges of the mountains adjacent to the Elsinore Dry Lake. Certainly the two

best flights of the whole contest occurred on this day. Dave McNay, piloting his 1-26 over the rugged
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