

1961 TORREY PINES MEET

Sanctioned by The Soaring Society of America, Inc.
Condensed from TED SANFORD'S Scorer's Report

The 15th Annual Pacific Coast Midwinter Soaring Championships were held at the Torrey Pines Gliderport, just north of La Jolla, Calif., on February 25th, and 26th, 1961. It was jointly sponsored by the Associated Glider Clubs of Southern California, Ltd., and the San Diego Junior Chamber of Commerce and was sanctioned by SSA.

Winner of the John J. Montgomery championship trophy was Sterling Starr of San Diego, a Diamond C pilot, good sportsman and keen competitor. His victory was highlighted by a 40.7 mi. cross-country flight to Temecula from a winch tow during which he attained an altitude that netted him 65% of his final score.

Designed to offer the general public a chance to see a varied demonstration of the sport of soaring, the contest featured a number of different events for which competitors were scored as follows:

Altitude: For all winch tow flights above 1000 ft. ASL, 1 pt./10 ft.

Duration: For all winch tow flights over 10 min., 1 pt./5 min.

Spot Landing: Points = 50 — miss distance in inches.

Bomb Drop: Points = 50 — miss distance in feet.

Distance: Off winch tow, 2 pts./mi.; off aero tow, 1 pt./mi., release at 3000 ft. ASL.

Dual Distance: Same as Distance.

Only the best try of each pilot in each event on each day was scored.

The organization and operation of the meet was in very good hands as evidenced by the efficient handling and perfect safety record of so many sailplanes and pilots on a rather

small airport. The spectator crowd numbered as high as 6000 people at times.

The weather forecast promised some ridge soaring for the first day

of the meet but none of the first 24 pilots to be launched were able to sustain on the cliff. Most of them just made a bomb drop and came right in for a spot landing. A few tried to work the weak lift beyond the point of no return and landed on the beach for free aero tows up again.

At about 2:00 P.M., Larry Bell
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1961 TORREY PINES MEET SCORES

Pilot	Ship	Duration	Spot Ldg.	Bomb Drop	Other	Total
1. Sterling Starr	1-23D	32.0	75.5	.....	86.5 Dist., 360 Alt.	554.0
2. Keith Allen	1-26	17.0	45.0	54.7	.....	271.7
3. Carl Walters	TG-2	64.2	34.1	17.6	.....	265.9
4. Evan Stover	1-23H	61.0	53.5	.....	.....	214.5
5. James Meckoll	L-K	25.8	41.1	44.7	1.5 Dist., 1.5 Dual Dist., 100 Alt.	213.1
6. DeVaughn North	1-26	43.6	85.2	.....	.....	128.8
7. Ed Salkeld	L-K	25.8	58.	37.6	.....	121.4
8. Richfield Eggleston	P-R*	6.2	46.0	62.3	.....	114.5
9. John Williams	1-23	.....	.....	.....	106.9 Dist.	106.9
10. Ray Proenneke	CH II	30.6	32.5	42.0	.....	105.1
11. Carlan Kibler	CH II*	12.0	47.5	43.9	.....	103.4
12. Larry Bell	L-K	28.8	35.2	16.7	18.4 Dist., 18.4 Dual Dist.	99.1
13. Lynn Christensen	L-K*	11.0	77.0	.....	.....	88.0
14. Ronald Delp	1-26*	14.0	37.6	34.0	.....	85.6
15. Kirk Harris	Baby	82.8	.....	.....	.....	82.8
16. Ray Parker	L-K*	7.2	24.7	48.6	.....	80.5
17. Llyad Licher	1-7	4.8	25.	50.6	.....	80.4
18. Walter MacFarlane	L-K**	6.4	71.2	.....	.....	77.6
19. George Tweed	GT-1	60.4	.....	.....	13.0 Dist.	73.4
20. Dave McNay	TG-2*	5.0	39.7	19.1	6.0 Dist., 6.0 Dual Dist.	69.8
21. Gerald Leyva	CH II*	20.0	.....	48.3	.....	68.3
21. Jack Lambie	AV-36	42.4	.....	25.9	.....	68.3
22. Wally Laewen	TG-2	12.0	37.1	27.6	.....	66.7
23. Stan Winsar	P-R*	12.8	47.2	2.3	.....	62.3
24. Jack Gretta	Baby	52.6	.....	.....	4.0 Dist.	56.6
25. Alf Modahl	2-22*	13.4	36.1	5.6	.....	55.1
26. Herb Long	Baby	53.0	.....	.....	.....	53.0
27. Bud Wemple	1-26*	13.0	39.5	.....	.....	52.5
28. Kalman Saufnauer	1-23	.....	22.0	.....	28.6 Dist.	50.6
29. Wade Steinruck	SCS-1	49.6	.....	.....	.....	49.6
30. Allen Leffler	L-K**	5.0	40.5	.....	.....	45.5
31. H. Hutchinson	P-215	31.6	13.2	.....	.....	44.8
32. Jahn Linn	P-R*	2.6	37.0	.....	.....	39.6
33. A. R. Fisher	1-26	19.6	19.7	.....	.....	39.3
34. Paul Strona	TG-2*	39.0	.....	.....	.....	39.0
35. W. P. Quinn	2-22*	2.8	6.2	27.1	.....	36.1
36. V. Hutchinson	HS-127	19.0	.....	.....	.....	19.0
37. William Meyer	L-K**	4.4	2.5	.....	.....	6.9
38. Donald Slotten	L-K	6.0	.....	.....	.....	6.0
39. M. Winsor	P-R*	3.0	.....	.....	.....	3.0

*, ** Indicates same ship flown by different pilots.

Left: Part of the flock of sailplanes enjoying the excellent ridge lift on Sunday, Keith Allen in his 1-26, Harold Hutchinson in his Prue 215 and DeVaughn North in his flat-topped 1-26.

Below: Vern Hutchinson at Torrey Pines with his original design HS-127. It is an all-metal two-seater with a laminar airfoil and balanced dive brakes at the wing trailing edge.

Photos by Rose Marie Licher

