

1962 TORREY PINES MEET

Sanctioned by The Soaring Society of America, Inc.
Condensed from report of FRANK ROBBINS, Meet Chairman
and JOHN PARKER, Scorer

The 16th Annual Pacific Coast Midwinter Soaring Championships were held on February 24th and 25th, 1962, at the Torrey Pines Gliderport, four miles north of La Jolla, Calif. It was jointly sponsored by the Associated Glider Clubs of Southern California, Ltd., and the San Diego Junior Chamber of Commerce.

John Williams of San Diego, flying his modified 1-23, topped the 52 competing pilots (in 29 sailplanes) to claim the John J. Montgomery Championship trophy. Keen competition, good soaring conditions and excellent sportsmanship were evident during the whole contest and John did a superb job in outpointing the other contestants.

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, 4 pts./mi.; off aero tow, 2 pts./mi., release at 3000 ft. ASL.

Dual Distance: Same as Distance.

John Williams in his flat-topped, long-wing, Schweizer 1-23 waiting for a winch tow during the Torrey Pines Meet. John was declared Pacific Coast Midwinter Soaring Champion after outpointing all rivals. The paper bag hanging over the side is filled with sand, not his lunch, as his ammunition in the bomb drop event.

Photo by George Uveges



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

As pilots began setting up their sailplanes Saturday morning the weather looked a bit foreboding. The forecast of 10-20 knot winds from the southwest with intermittent squalls proved quite accurate. A few hours after the first take-offs a good squall came through and sailplanes landed on all available runways, including the beach.

Soon after the squall passed, sailplanes were again soaring; then Larry Bell, flying his flat-topped L-K, zeroed in on the spot for a perfect score in spot landing. This set an all-time Meet record and earned him the Rohr trophy. With the overcast at about 3500 feet, several pilots elected to take aero tows to gain a few points from cross-country flights. For most it was a straight-out glide from 3000' with Jack Green making the longest flight of 23 miles. Flying his 1-23D, Sterling Starr had top altitude for the day with 1,605 feet and the top duration of 149 minutes. John Williams

claimed the day's best bomb drop with 17.6 feet.

Sunday dawned with real promise. The cloud covering at 2500 ft. was broken and puffy clouds beckoned to the pilots to get into the air. Winds were strong, 10 to 20 knots out of the west, and the possibility of wave conditions existed in the back country if a pilot could get away. Soon sailplanes were cruising the cliffs up to 2000 feet ASL and most pilots making cross-country flights left from winch tows to earn the added points for altitude and duration. John Williams and Sterling Starr were the first to break away around 11:30, and both landed at the Warner Hot Springs strip 43 miles from Torrey Pines for the best distance flights of the day and Meet. Sterling was awarded the Solar trophy for the longest distance by landing six feet beyond John. However, John edged out Sterling for total points, capturing extra duration points on this flight and by gaining the maximum altitude for the Meet (and thus the Convair trophy) of 5,655 feet with the assistance of a hawk north of the Santa Ysabel Valley.

Back on the cliffs three pilots were taking advantage of the excellent conditions to earn their duration legs

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1961 TORREY PINES MEET — SCORES OF TOP 10 PILOTS

Pilot	Ship	Dur.	Alt.	Dist.	Bomb	Spot	Total
1. John Williams	1-23	11, 45	58, 465	26, 172	32, 21	7, —	837
2. Sterling Starr	1-23D	29, 35	60, 370	42, 172	8, 22	9, 26	773
3. Jack Green	GT-1	13, 33	60, 400	46, 132	—, —	—, —	684
4. Joseph Lincoln	1-23D	—, 61	—, 284	—, —	—, —	—, —	345
5. Bill Petre	1-26	10, 21	—, 210	—, 32	—, —	24, 4	301
6. Carl Walters	TG-2	11, 73	20, 185	—, —	—, —	—, 7	296
7. Milton Kuntz	ABC	14, 29	60, 180	—, —	—, —	—, —	283
8. Keith Allen	1-26	10, 36	20, 65	—, —	—, 35	47, 46	259
9. Pete Petersen	1-26	5, 62	—, 60	—, —	10, 45	40, —	222
10. Dave McNay	TG-2	15, —	20, 110	40, —	—, —	—, 35	220

Action on the flight line! The flag is up to signal the winch driver that Sterling Starr is ready to take off in his 1-23D. Sterling made a strong bid to win the contest two years in a row but had to settle for second after the scores were added up.

Photo by Rose Marie Licher

