



FROM the soaring point of view the International AeroClassic began at L.A. International Airport on Monday evening, November 8, with the arrival of the World Standard Class Champion, Francois Louis Henry. He was met by several representatives of Air France and several S.S.A. members including Ray Parker and—with his inevitable camera—George Uveges. Francois spent the evening as Ray's guest at a Quiet Birdman dinner in West Los Angeles and the night as a house guest of the Parkers.

Dean Svec and his wife, Barbara, arrived a little before noon the following day, Tuesday. Their first stop, after renting a car, was S.S.A. headquarters where they met, and had lunch with, Henry. The Svecs went sightseeing after lunch and Francois Louis was given the *grand tour* by Harner Selvidge's daughter, Judy, who had just returned from school in Switzerland. An impromptu dinner, attended by about a dozen and a half people was arranged that evening at Alfred's Restaurant in North Long Beach. Francois Louis had in his possession the original transparencies from a *Paris-Match* article showing the Edelweiss in flight at Bennes, France. These pictures, some of them quite exciting, were shown after dinner.

The Svecs and Henry were put up for the night in the Anaheim area so that they might see Disneyland on Wednesday morning, an opportunity they took advantage of. That afternoon everyone met at Elsinore to permit the pilots to get acquainted with the ships they were to fly during the AeroClassic. Lloyd Licher trailed the Licher-Peterson *Fauvette* to the field early in the afternoon and was met there by Dave McNay who brought along the Parker *T-Bird* as well as the Svecs and Henry. There was barely time to iron out one or two of the problems of formation flying before it was time to derig the gliders. John Ryan, who had arrived meanwhile in his *Aero Commander*, flew the participants to Palm Springs; Lloyd and McNay followed by road with the gliders.

The AeroClassic opened on Thursday, November 11, and included just about every aspect of sport and private aviation from parachuting and ballooning to low-level high-speed passes by the brutally beautiful *Lear Jet*. The glider demonstration was the final item on the afternoon's agenda. In this instance the participants were Ray Parker (*T-Bird*) and Max Dreher (*Prue* 215) on double tow behind Jack Greta's *Davis D-1K* and Howie Burr (1-24) towing behind Oswin Niehuss in his *L-5*. For reasons better known to the organizers these tows began from another airport, Bermuda Dunes. Furthermore the glider demonstration was billed as a "Silent Tribute to Dead Airmen." The gliders were delayed a few minutes by a minor snafu during which time most of the spectators, under the impression that the show was over, began to leave. The announcer arrested their retreat, however, and filled in tiresomely with a spiel which seemed to link gliders and mourning forevermore. The gliders soon appeared, released, flew about a bit and landed but the whole business seemed rather feeble and anticlimactic.

Francois Louis, meanwhile, was left with nothing to do, so amused himself with riding about backwards on the handlebars of a rented bike, a pastime at which he seemed particularly adept. A little later he had to be restrained from slipping some of the knots on the lines of the main display tent. He also seemed to be very interested in girls.

On Friday the two champions finally had their chance to fly. Francois Louis, in the *Fauvette*, and Dean, in the *T-Bird*, opened the afternoon segment of the air show. The pair released at about 2,000 feet and did formation wingovers on the way down. There was a final low-level pass in front of the grandstand followed by a pull up and landing. Apparently Francois flew a little too near the crowd on this occasion, for he was called in and dressed down by some official gentlemen. He promised to do better next time.

## AEROCLASSIC PHOTOS

