



A dinner in honor of Mia Klemperer was held the evening of the 11th at the Villa Frascotti on Sunset Boulevard in Beverly Hills and the two champions attended as guests of honor. About two dozen people were on hand including Paul B. MacCready, Jr., the only American ever to win the Internationals, and John Robinson, the world's first three-Diamond pilot. Francois Louis told MacCready that he brought a message from his compatriots: Paul was not particularly welcome in France—unless, of course, he chose not to fly. He also mentioned the popularity of the MacCready speed-to-fly ring among French pilots.

Both Mrs. MacCready (Parker Leonard's daughter, Judy) and Paul reminded Johnny Robinson that they had their first glider rides with him. Paul recalled that he had put his foot through the wing of the TG-3 on that singular occasion.

After dinner the majority of the dinner party went to the Silver Lake Recreation Area in east Hollywood for the monthly Southern California Soaring Association meeting. Here Dean Svec recounted a landing misadventure which left him stranded temporarily in a U.S. Naval Ammunition Storage Depot, and Francois Louis answered a variety of questions ranging from "How did you win the World Championships?" on down. The formal entertainment was provided by Volmer Jensen who spoke about an early hang glider (done in by Johnny Robinson) and showed films of his famous amphibian. Dave McNay took the Svecs and Henry back to Palm Springs late that night.

On Saturday the S.S.A. Executive Committee (John Ryan, Paul Bikle, Bill Ivans) met to discuss general business matters and agenda items for the forthcoming Board of Directors meeting. The afternoon portion of the AeroClassis was once again opened by a glider demonstration. In this instance the entertainment was provided by Paul Bikle (1-26), Ross Briegleb (BG-12) and Ray Parker (T-Bird) all of whom towed off behind a BT-13. Ross and Paul did some paper cutting on the

way down and Paul ended his demonstration with a long, long rollout that ended right on center of a large circle painted directly in front of the grandstand. This was received enthusiastically by the crowd.

That evening the soaring people, about three dozen in all, gathered at Trader Vic's for a festive dinner. The highlight of the evening was hearing Francois Louis tell about the two Edelweisses he's written off thus far. A wing shattered during a high-speed pass in the first. Fortunately the shake up caused the canopy to break as well, enabling Francois to roll out of the ship and take to the silk. The 'chute apparently opened only about 40 feet from the ground. In the second instance M. Henry was somehow involved in a whip stall where he discovered that the forces acting on the great V-tail in backward flight were more than he could handle. The ship fell off to one side and the belly split down the middle with a great CRACK! This ship could be landed and presumably was patched. French national champions are apparently pretty expensive items.

The weather became progressively worse during the AeroClassic: The week-end, which was to have provided the majority of the gate, provided more rain than anything. Dean and Francois Louis flew a final morning demonstration on Sunday, just prior to the start of a balloon race, and spent the next hour in the shelter of a PBY wing watching Harold Krier and Mira Slovak fly up and down the runway scraping the tops of their helmets on the concrete. Whew!

Thus the first International AeroClassic drizzled out. Everybody got jammed up on the freeways going home that night. On Monday Francois Louis shopped around for an automobile horn with a wolf whistle attachment, then caught the evening Air France flight. Dean and Barbara went home on Tuesday and after that life for soaring folks in Southern California settled down to its usual load roar.

BY GEORGE UVEGES

