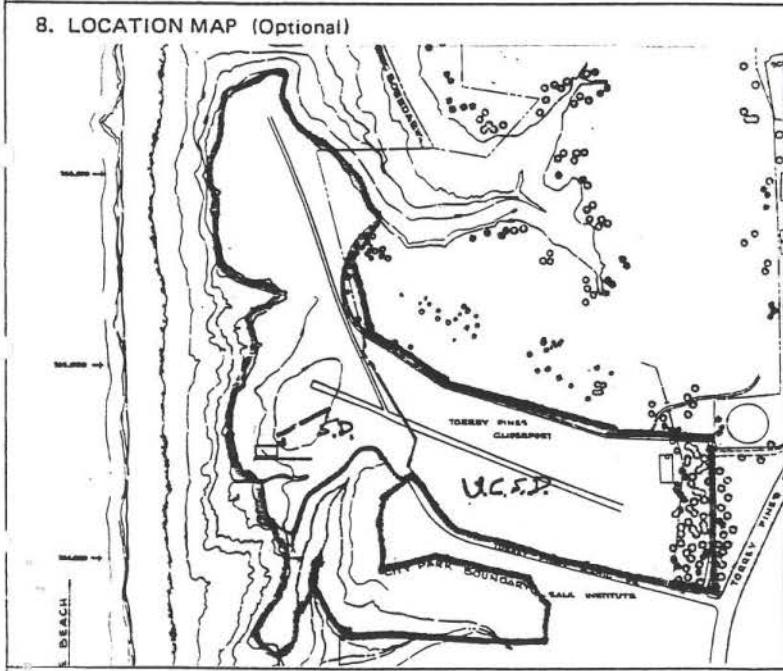


<p>1. LOCATION DESCRIPTION Street No. (Entrance via Torrey Pines Scenic Dr.) Legal Description Part of Pueblo Lot 1324 Other Identification The area west of Torrey Pines Rd., north of Torrey Pines Scenic Drive, and to the south and west of Torrey Pines Golf Course.</p>	<p>2. NAME OF SITE The Torrey Pines Gliderport</p>
<p>4. FACTUAL DETAILS Original Use None Present Use Recreational Architect N/A Builder N/A Date or Period From 7/8/24 as dedicated by Ordinance #9549 to the present. Other</p>	<p>3. OWNERSHIP DATA Original City of San Diego Present City of San Diego & Address University of Calif.-San Diego 9500 Gilman Drive La Jolla, CA 92093</p>
<p>6. OTHER COMMENTS</p>	<p>5. PHYSICAL DETAILS Style N/A No. of Stories N/A Wall Construction N/A Condition N/A</p> <p style="text-align: center;">Exterior Interior</p> <p>A high mesa bounded by a cliff that faces the undisturbed prevailing wind, producing smooth, significant lift.</p>

7. SUMMARY: HISTORICAL SIGNIFICANCE AND NOTABLE FEATURES

Historic flights took place in 1928 and 1929. In 1930, Charles A. Lindbergh launched from Mt. Soledad, flying his glider in the lift to break a distance record, landing on the Torrey Pines Beach just south of Del Mar. In the early 1930s, there were flights by Hawley Bowlus, who supervised the building of the "Spirit of St. Louis;" Bud Perl, whose Class A license was signed by Orville Wright; and Richard Benbough, whose many activities are well documented through years in soaring. In 1936, Woody Brown was the first to take off and land from the gliderport. Other historic events took place since then. This site was designated a National Landmark by the National Soaring Museum, SSA, on June 6, 1992.



10. TRANSMITTAL RECORD

	Date		Date
Bldg. Insp.		Site Owner	
Community Dev.		Fire Dept.	
Engineering		Prks. & Pub. Bldg. Planning	

11. NAME AND ADDRESS OF RECORD OWNER

City of San Diego &
 University of California-San Diego

A Proposal to

The City of San Diego Historical Site Board

to Designate the **Torrey Pines Gliderport**

as an Historic Site

on behalf of

The Torrey Pines Soaring Council,

an Advisory Board to the
Parks & Recreation Department ...

Voting Members Represent:

The Associated Glider Clubs of Southern California
The University of California at San Diego Soaring Society
The Soaring Society of America
The Torrey Pines Hang Gliding Association
The Torrey Pines Para Gliding Association
The U.S. Hang Gliding Association
The Torrey Pines Gulls Radio Controlled Soaring Society
The Torrey Pines Scale Soaring Society, and
The Academy of Model Aeronautics

Because the Torrey Pines Gliderport
is a unique cultural landmark ...

(Exhibit A)

Because it is the site of many historic flights
and ceremonies ...

(Exhibit B)

Because its historic importance has been recognized
by the pioneer pilots, by
leading authorities in aviation, and by
the National Soaring Museum ...

(Exhibit C)

Because it promises to further benefit
our city, state, and the nation
through many future flights
that contribute to the
advancement of aviation ...

(Exhibit D)

The Torrey Pines Soaring Council asks that the
City of San Diego Historical Site Board

designate the

Torrey Pines Gliderport

as an

Historical Site

The Torrey Pines Gliderport is a unique cultural landmark ...

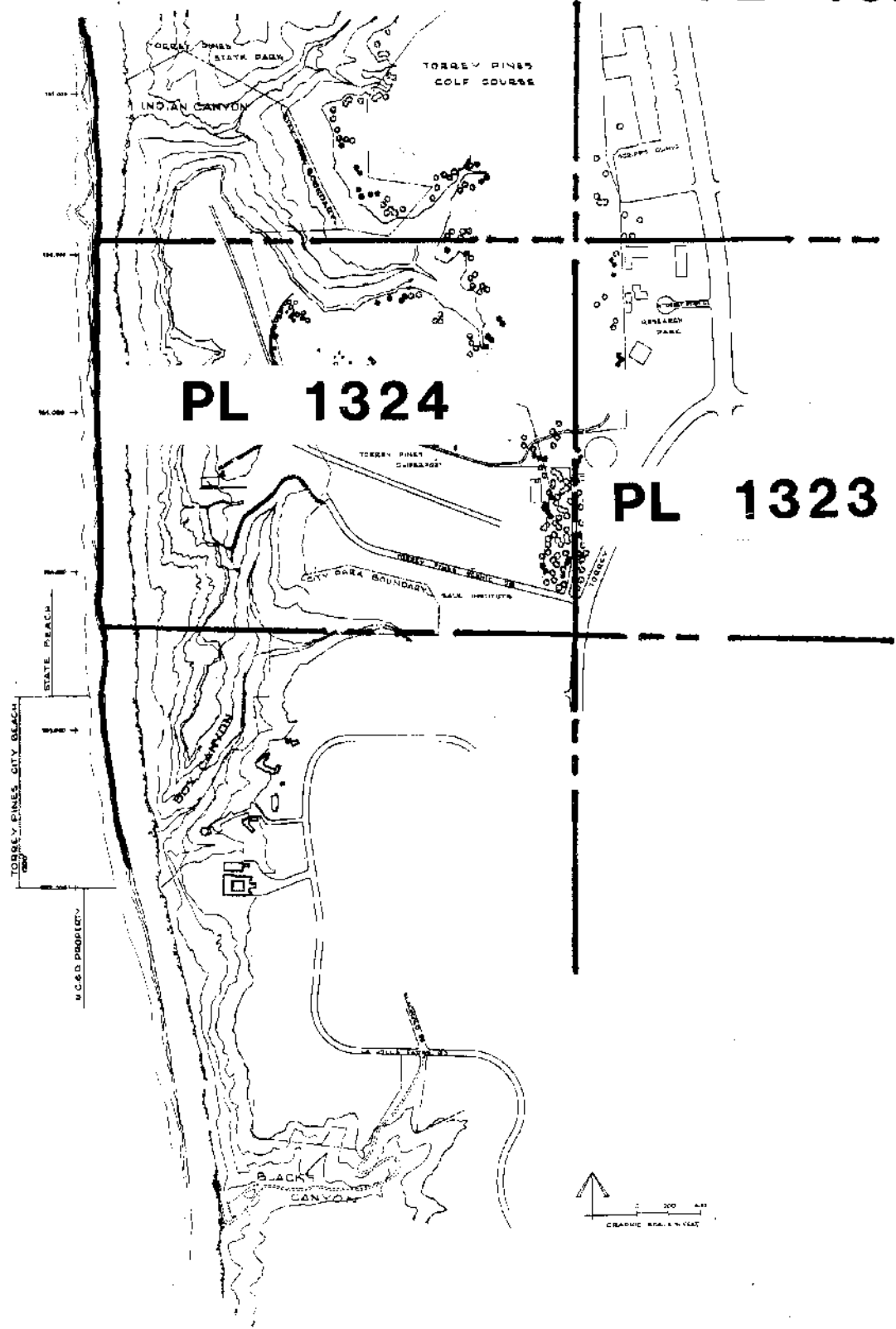
The Torrey Pines Gliderport occupies the area west of Torrey Pines Road, north of Torrey Pines Scenic Drive, and to the south and west of the Torrey Pines Golf Course. This property includes the Torrey Pines Municipal Park and the runway and associated area which is on UCSD property. Specifically, this property is Pueblo Lot 1324, with the exception of the Salk Institute and the golf course, and part of Pueblo Lot 1325, excluding the golf course. These Pueblo Lots and the gliderport are identified on the following maps, showing separately the property of the City of San Diego and UCSD. The transactions that constitute the history of these Pueblo Lots and other nearby lots constitute the remainder of this exhibit.

The Torrey Pines Municipal Park is owned by the City of San Diego. The remainder of the gliderport is owned by the University of California at San Diego, 9500 Gilman Drive, La Jolla, California, 92093. Documentation on Ordinance No. 9549 and the related election held on June 5, 1956 that transferred part of the gliderport to UCSD is available. Recent correspondence with the City Attorney's office document the transfer of this land.

The cliff at the Torrey Pines Gliderport faces the prevailing wind, thus generating exceptional lift. The mesa provides an open area for safe take offs and landings. The value of this unique site has long been recognized.

PL 1325

PL 1326

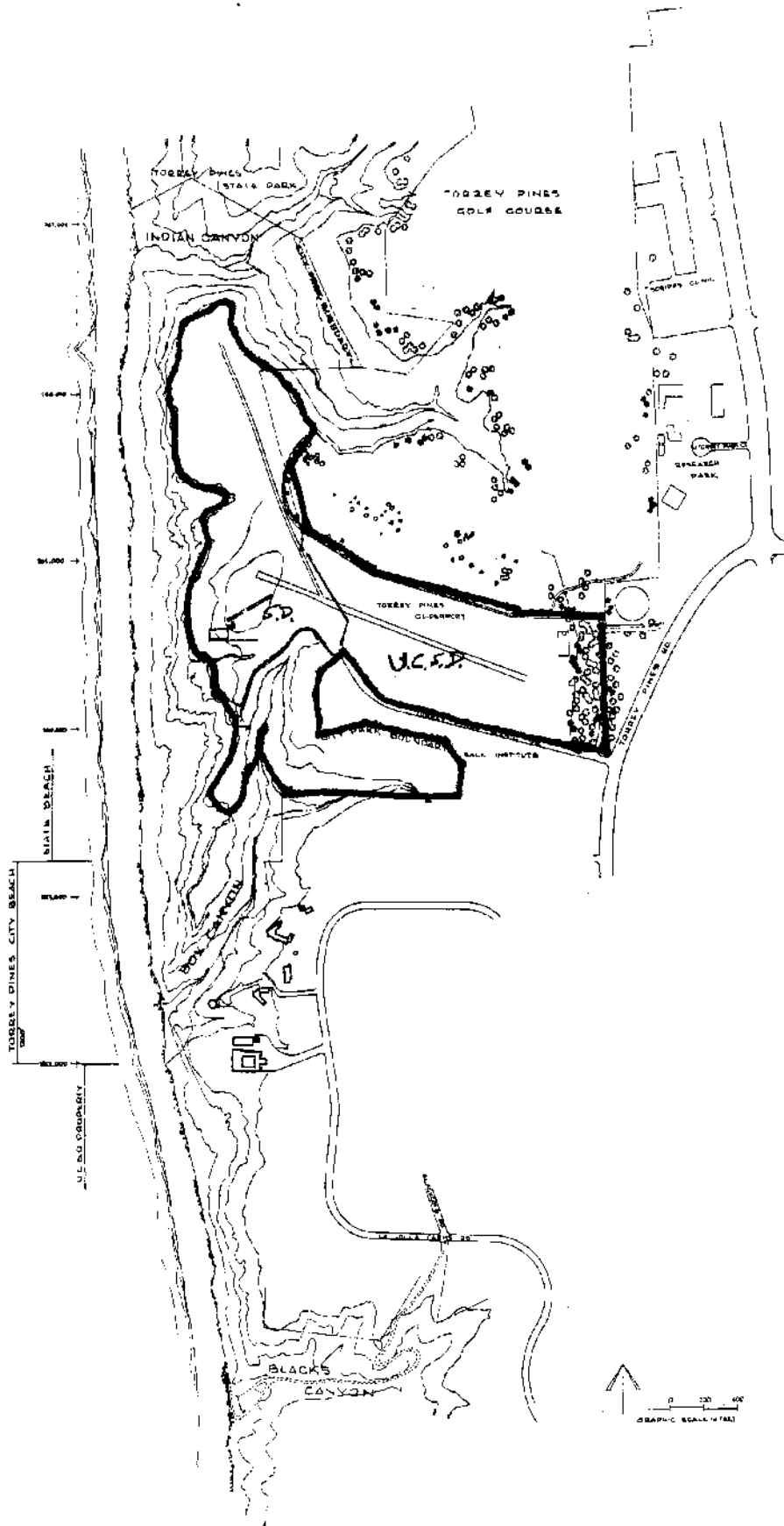


PL 1324

PL 1323

TORREY PINES SHORELINE & CLIFFS

FROM BLACK'S CANYON TO INDIAN CANYON



TORREY PINES SHORELINE & CLIFFS
 FROM BLACKS CANYON TO INDIAN CANYON

P.L. 1324 &	Portion of P.L. 1323 westerly of Torrey Pines Road Obtained by U.S. Patent - Dated 6/17/1874 - 159.48 Acres	
	Dedicated Portion by Ordinance #9549 - Dated 7/8/24	92.20 Ac.
	Deeded to State as State Beach Park	
	Dated 9/14/48 - Ordinance #3868	6.08 Ac.
	Ratified for sale or conveyance to State	
	Dated 6/26/58 - Ordinance #6903 - 76.02 Acres	
	Deeded to State as Torrey Pines State Park	0.00 Ac.
	Ratified for sale/lease/conveyance/trade to UCSD	
	Salk Ins., etc. - 69.79 Acres	
	Deeded to UCSD	30.02 Ac.
	Deeded to Salk Institute	26.62 Ac.
	Deeded to Scripps Institute, etc.	<u>13.15 Ac.</u>
	Total	168.07 Ac.

P.L. 1325	Obtained by U.S. Patent - Dated 6/17/1874 - 175.35 Acres	
	Dedicated Portion of P.L. 1325	
	Dated 7/8/24 - Ordinance #9549 - 117.17 Acres	
	Deeded to State as State Beach Park	
	Dated 9/14/48 - Ordinance #3868	6.08 Ac.
	Ratified for sale or conveyance to <i>State</i>	
	Dated 6/26/58 - Ordinance #6903 - 169.27 Acres	
	Deeded to State for Torrey Pines State Park	48.10 Ac.
	Dedicated Torrey Pines City Park - ratified for sale or conveyance to state for State Park	63.80 Ac.
	Ratified for sale or conveyance, to state - used for golf course	<u>57.37 Ac.</u>
	Total	175.35

342-01

1"=800'

ORIGINAL

SEE 760-103 FOR LEASES.

- A-R-455.39 L-333.35
- B-K4011'45"E 272.32
- C-R-835.25 L-180.04
- D-N 28°10'12"E 187.78
- E-S 88°19'28"W 82.88
- F-S 29°20'15"W 354.87
- G-N 41°15'04"W 246.10
- H-N 35°38'12"E 184.77

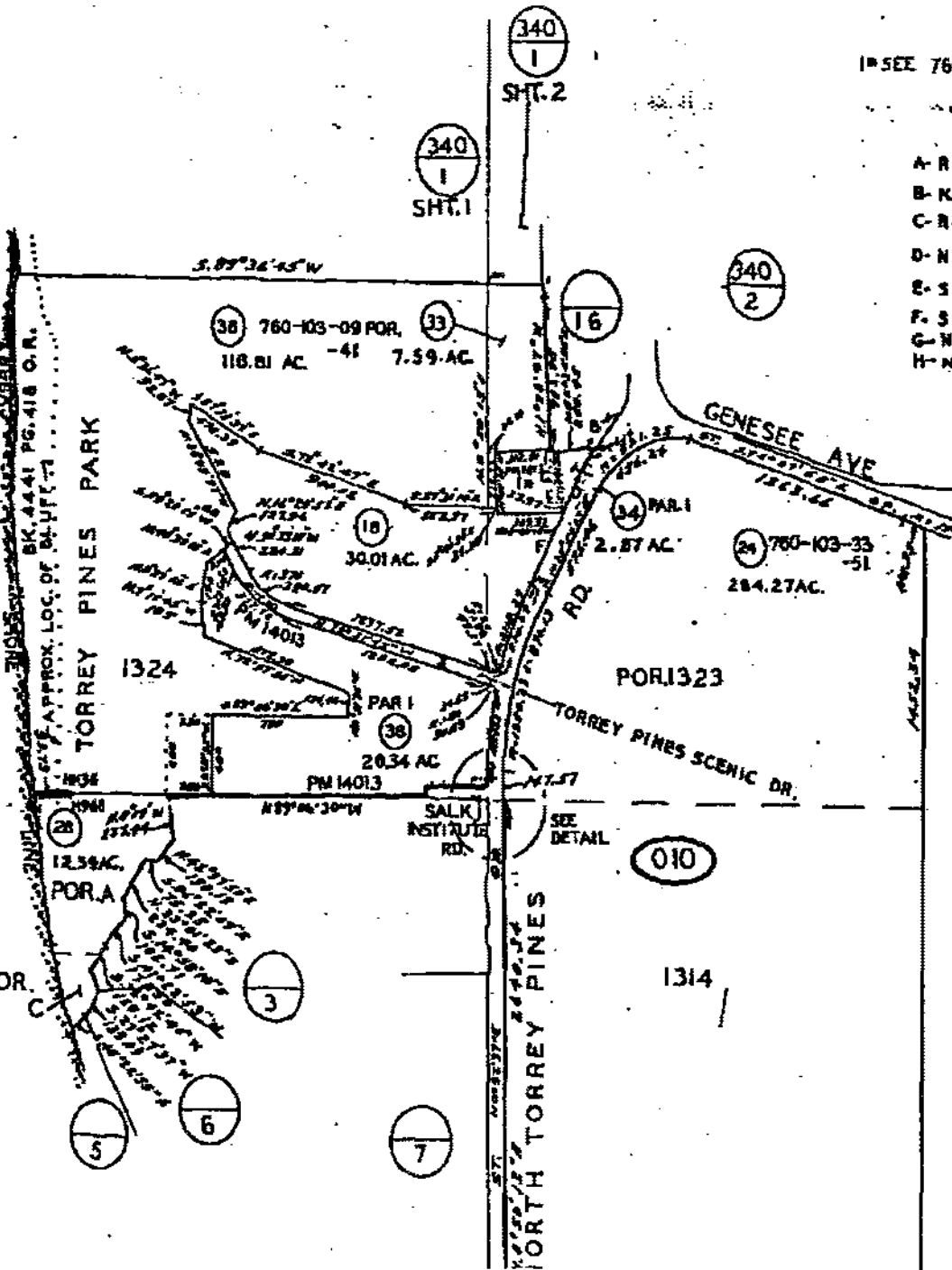
COUNTY AESSOR OWNERSI MAP

- PARCEL (I) WAS SOLD TO C. IN 1964.

(II) PARCELS, 36, 39, AND 34 IS CITY'S.

- PARCEL 3 BELONGS TO SAL INSTITUTE.

CHANGES			
BLK	OLD	NEW	YR CUT
010	28-30	74	1970
	27	71, 72	74, 75, 76
	32	76-78	75, 77
	31	74, 76	77, 78
	4, 23	77, 78	78, 79
	21, 26	73, 74	81, 82
	29, 30	85	84, 85
	51, 20	84, 87	86, 87
	7, 37	38	86, 87
	35	87-89	87, 88
	40	88, 7	88, 89
	32, 34	88, 89	89, 90
	38	88, 89	89, 90



340
I
SHT. 2

340
I
SHT. 1

340
2

010

1314

S. 89°36'45"W

760-103-09 POR.
118.81 AC. -41 7.59 AC.

30.01 AC.

2.87 AC.

760-103-33
-51
284.27 AC.

20.34 AC.

TORREY PINES PARK

GENESEE AVE

TORREY PINES SCENIC DR.

ORTH TORREY PINES

SALK INSTITUTE RD.

SEE DETAIL

1324

POR 1323

12.59 AC. POR. A

N 89°06'30"W

PM 14013

3

6

7

5

OR.

The Torrey Pines Gliderport is the site of many historic flights and ceremonies ...

Brief Chronology

Just as San Diego is rich with historical aviation milestones, so it is that the Torrey Pines Gliderport has contributed greatly to the history of motorless flight.

In 1928 and '29, gliders were car-towed off Black's Beach to fly in the lift created by the westerly wind meeting that cliff. These pioneers fabricated and learned to fly their own planes. On February 24, 1930, Charles A. Lindbergh flew in the lift at Torrey Pines on a flight from Mount Soledad to Del Mar, thereby establishing a new distance record.

Pictures of his landing on the sand at the north end of Torrey Pines are available through the San Diego Historical Society.

In the early 1930s, there were flights by Hawley Bowlus, who supervised the building of the "Spirit of St. Louis;" Bud Perl, whose Class A license was signed by Orville Wright; and John Robinson, whose many activities are well documented through years in soaring. In 1936, Woody Brown made the first launch and landing on top of the cliff. These were daring events demonstrating the enthusiasm and skill of these pioneer pilots. For example, Woody reports that, "One day after a big rain, the ground was wet and slippery. As my wife was towing me off with the car, the wheels slipped in the mud and did not give me full power in the take off. When I failed to get off the ground, coming near the

edge, I put the wing tip in the ground, gave full rudder and ground looped to a stop with my tail sticking out over the edge of the cliff.”

By 1937, Woody had established the longest flight at Torrey Pines, staying aloft for nine hours in his “Swift.” That year, the Associated Glider Clubs of Southern California leased Torrey Pines to become a gliderport for the City of San Diego. for \$1.00 a year. The lease was renewed with increased activity the following year.

The first three-day glider meet at Torrey Pines was held on December 31st, 1938. On January 1st, 1939, then-Mayor of San Diego, P. J. Benbough, dedicated this gliderport to the youth of California and their interest in soaring. John Robinson looped his plane as he released the tow rope at 300 feet, “after a few more short flights, with the wind still conspicuous by its absence, John Robinson climaxed the events of the day. Towed to 300 feet with his climb accelerated to 20 feet per second by the pulley and ‘dead man’ system, he released, made three turns of a spin and recovered with a loop. He then circled lazily over the field, the crowd cheering and auto horns honking.” At this first meet, there were “more than 1,000 spectators.”

Activity continued at Torrey Pines, being interrupted in 1940 when the property became the Army’s Camp Callen. Military operations were conducted at this site until the end of the war.* The first annual Pacific Coast Mid-Winter Soaring Championship was held in 1947. This event has been called the “longest running glider contest at the same site ever held in the world.” John Robinson became the first three time national soaring champion as well as the first American to fly over 300 miles cross-country, the first in the world to fly over 30,000 feet in a glider, and the first in the world to earn a Diamond C (the most

* The National Soaring Landmark plaque was affixed to a remaining radar stanchion on June 6, 1992.

respected award in soaring). Many home-built gliders were designed and tested at Torrey Pines.

In 1954, there was a television broadcast of the activities at Torrey Pines under the title "Wide, Wide World." In 1955, some 6,000-8,000 people watched the glider meet. Public interest kept on growing. In 1964, "more than 9,000 spectators watched the soaring pilots ..." According to the La Jolla Light in 1967, "more than 15,000 spectators were expected to attend the 21st Annual Pacific Coast Mid-Winter Soaring Championships." In that year, Walt Disney Studios filmed "The Boy Who Flew With Condors" in part at Torrey Pines. In the following years, many well-respected pilots became interested and developed their skills at Torrey Pines. These include Bill Ivans, who took part in world championships and held the world altitude records; Paul MacCready, who was world champion in 1956, was U.S. National Champion three times, and won several man-powered flight awards; and Richard Johnson, who held the national championship seven times.

In the late '60s, radio controlled model gliders began operations at Torrey Pines Gliderport. In the early '70s, hang gliders joined the flight operations. Many of the hang glider national endurance records were set at Torrey Pines.

In 1976, the Hal Bartlett Film Company filmed "Jonathan Livingston Seagull" in part at Torrey Pines. Mark Smith, a member of the Torrey Pines Gulls, designed and piloted the radio controlled sea gulls used in that movie.

Since then, there has been increasing flight operations at Torrey Pines. In the mid-1980s, the Torrey Pines Soaring Council was established to regulate and ensure flight safety. This council answers to the Parks & Recreation Department, City of San Diego. In 1990,

the council approved paragliding at Torrey Pines Gliderport. In 1991, the Torrey Pines Scale Soaring Society, a radio controlled model glider club having particular interest in models that look like and fly like full-scale aircraft, was granted a charter by the Academy of Model Aeronautics. Some of these models mimic the state of the art sailplanes, others model sailplanes.

The National Soaring Museum of the Soaring Society of America, recently recognized Torrey Pines Gliderport as a National Landmark. The dedication ceremony in this regard was held on June 6, 1992. Fortunately, many of the early pioneers were pleased to take part in this videotaped ceremony.



Unfortunately, we have no photographs of the hand-made primary gliders car-towed and flown in the lift at Torrey Pines in 1928 and 1929. However, these were similar to the glider flown by the Riverside Aero Club in the September 1, 1929 Pacific Beach Glider Contest (shock-cord launched to the west from what is now the corner of Fanuel and Agate Streets). This photo was taken for the San Diego Sun and is from the historical collection of Richard H. Benbough.

Local Newspaper of La Jolla

LA JOLLA, SAN DIEGO COUNTY, CALIFORNIA - THURSDAY, FEBRUARY 27, 1936

Established 1912

NUMBER 2

ature Glider Meet In La Jolla Next Thursday

LOCAL BOYS WILL STAGE BIG CONTEST... EVENT WILL BE HELD AT THE PLAYGROUND MARCH 6TH AT 3 O'CLOCK

Miss J. J. Tracy at Missionary Society... Mrs. J. J. Tracy of Cleveland, O., winter visitor, will give an illustrated lecture on the Holy Land...

AUSTRALIAN EDITOR VISITS IN LA JOLLA... WILL ADDRESS WOMAN'S CLUB NEXT MONDAY AFTERNOON MARCH THIRD

Dr. H. K. W. Kumm at The Bishop's School... One of the most delightful afternoons of the year at The Bishop's School was last Sunday when Dr. Kumm addressed the members...

PARK BOARD TURNS DOWN PROPOSED ROAD... TORREY PINES CLIFF HIGHWAY REJECTED AT BOARD MEETING LAST TUESDAY

The Bishop's School Will Give Plays... On Friday evening, March the seventh, in the School Gymnasium, the students of the Dramatic Club of the Bishop's School will present five dramatic plays...

ALL BE SUCCESS... HUNDREDS OF...

MR. HUBBARD TO ADDRESS 'LAS SOCIAS'

CITY LIBRARIAN IS HERE FROM DENVER... Dr. and Mrs. Malcolm G. Wood of Denver, Colorado, arrived Monday to spend the day in La Jolla...

COL. LINDBERGH MAKES FLIGHT HERE MONDAY... TRAVELS ABOUT NINE MILES IN GLIDER; LANDS AT TORREY PINES BEACH

LA JOLLA P. T. ASSOCIATION MEETS MARCH 4... MISS JOSEPHINE AIRMAIL TO BE SPEAKER ON THIS OCCASION

WOMAN'S CLUB PROGRAMS ARE ANNOUNCED... The La Jolla Woman's Club, per its active program committee, has planned a feast of good things for its members...

Tennis Teams Will Oppose Long Beach... On Sunday, La Jolla tennis teams will meet 20 players from Long Beach in junior and senior matches...

THE BISHOP'S SCHOOL... THE BISHOP'S SCHOOL... THE BISHOP'S SCHOOL...

WOMAN'S CLUB PROGRAMS ARE ANNOUNCED... The La Jolla Woman's Club, per its active program committee, has planned a feast of good things for its members...

World Day of Prayer in La Jolla Mar. 7th... The World Day of Prayer will be observed in La Jolla on Friday, March 7th...

Thanks Journal For Help With the Ball... The Woman's Auxiliary to the Scripps Memorial Hospital extends the most sincere thanks to your newspaper for space and for generous assistance in making the first Annual Charity Ball, Feb. 22, 1936, a success...

GOOD MUSIC IMPORTANT TO ALL NATIONS... NO COUNTRY HAS BEEN KNOWN TO EXIST WITHOUT MUSIC OF SOME KIND

Important Meeting Of Glider Club... There will be an important business meeting of the members of the Mt. Solared Glider Club of La Jolla...

THE BISHOP'S SCHOOL... THE BISHOP'S SCHOOL... THE BISHOP'S SCHOOL...

O. E. S. to Honor Its State Officer... La Jolla Chapter 479, O. E. S., is its regular meeting at the Masonic Hall, at eight o'clock on the evening of Friday, Feb. 28th...

Baptist Church Women To Meet On Friday... The ladies of the Baptist Church here their monthly meeting at the Church, Friday afternoon, February 28, at 3 o'clock...

Work Progressing in Eucalyptus Park... Plans for the development of Eucalyptus Park located near the Scripps Memorial Hospital, that was recently presented to the County of San Diego by our townsmen, Mr. Walter S. Haber, are progressing rapidly...

Students League Coming March 7th... On March 7th, the La Jolla Boys' Club will present the "Students League of Many Nations," a most interesting group of young people...

Laughing Lady and Joyous Comedian... Ruth Chatterton, wonderfully remembered for her playing of Madame X will be a revelation, Tootsy and Wednesday evenings at the Granada Theatre in "The Laughing Lady"...

THE BISHOP'S SCHOOL... THE BISHOP'S SCHOOL... THE BISHOP'S SCHOOL...

12th Victim Dies Wednesday Evening... The twelfth victim of traffic accidents in San Diego and vicinity died in the new year, Alvan Kardec, aged 48, who was struck Saturday evening near Third Road, on the homecoming trip by a small car...

Death Takes Third Crash Victim... Just as an attempt was being made to save his life in a critical moment, John M. Chisholm of 1140 16th St., San Diego, died at the Scripps Memorial Hospital, the third victim of the fatal auto crash near Chisholm and Scripps roads...

Xylophone Program At La Valencia... On Sunday evening, March 1st, in La Valencia of the Valencia Hotel, Mr. R. Dale Spaulding, of Denver, Colorado will appear in an hour of selected Xylophone music...

Meeting in Interest Of The D. A. R... A meeting in the interests of the D. A. R. Society will be held Friday, Feb. 28th, at 8:00, at the home of Mrs. H. B. Sewell, 1284 College Street...

Masonic Lodge to Hold State Meeting... La Jolla Lodge, No. 112, P. F. & M. will meet at 7:30 the evening of Monday, March 1st, for a state meeting with an educational program...

THE BISHOP'S SCHOOL... THE BISHOP'S SCHOOL... THE BISHOP'S SCHOOL...

LET US CALL YOUR ATTENTION OUR INTERESTING JEWELRY... Special-Pronged, Pronged and Antique

O' Lantern Studios... Photo L. J. 1936.

LA JOLLA JOURNAL... LARGEST PAID CIRCULATION IN LA JOLLA

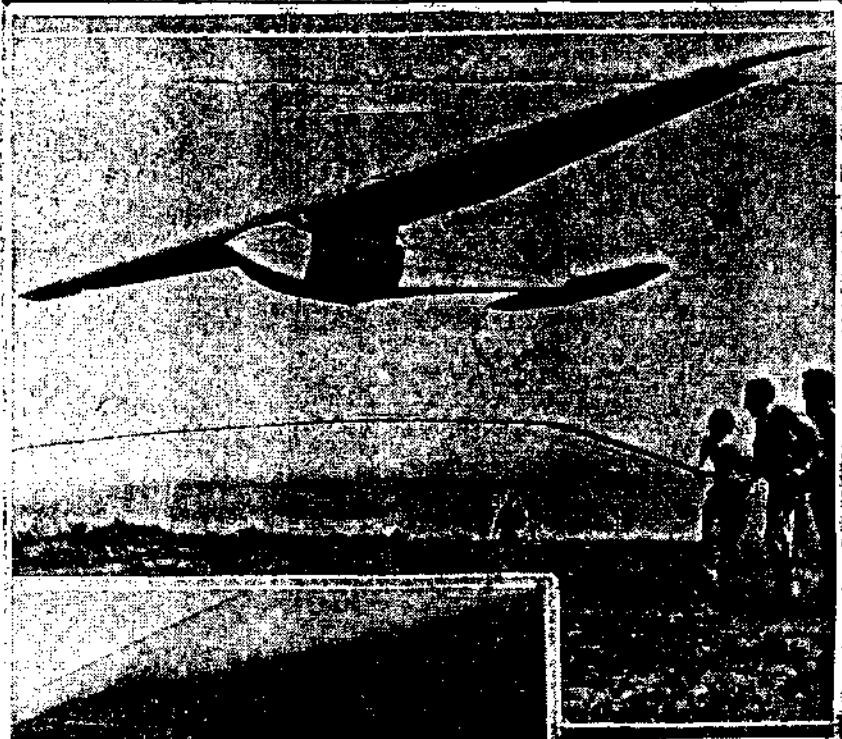
LA JOLLA JOURNAL... LARGEST PAID CIRCULATION IN LA JOLLA

LA JOLLA JOURNAL... LARGEST PAID CIRCULATION IN LA JOLLA

Early flights using Torrey Pines lift by Charles Lindbergh, 1930

Ref.: San Diego Sun, Feb. 25, 1930.
San Diego Tribune, Feb. 25, 1930.

Comments
 Soared when... Mount Soledad yesterday in a Borchus-made sailplane, named in honor of Mrs. Charles A. Lindbergh. Upper picture shows Lindbergh in the glider as it rose into the air, together with several spectators. In the lower picture a close-up view is shown of Lindbergh in the glider.

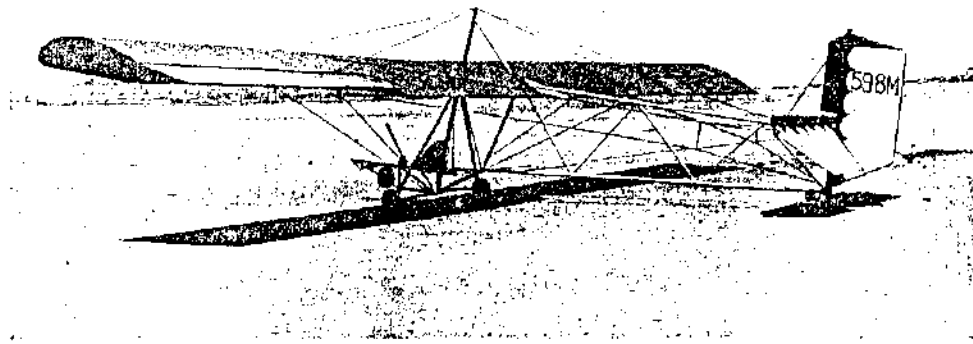


LINDY SURPRISES WITH 10-MILE GLIDER HOP

Searchers Fail To Go Far Enough In Hunt For Flyer After He Soars Out of Sight

"Test hopping" a new sailplane made for the Anne Lindbergh Gliders of San Diego, Col. Charles A. Lindbergh yesterday set a new western distance record of 10 miles from the top of Mt. Soledad to within two miles of Del Mar. It was the most spectacular glider flight ever made in this section. Just as he was pulled into the air he lost the tail skid, but this was the only damage to the craft. Col. Lindbergh started at 2:17 p. m. and for more than 10 minutes circled around over La Jolla before he turned inland to make a big swing up the coast. The crowd on top Mt. Soledad watched him for many minutes as he glided close to the cliffs above La Jolla Shore and then he was lost to view. "He's down," was the cry, and then the search for the flyer was begun. Autos strung out on every road, groups searched cliffs and canyons while others walked the beach. It seemed as if he had surely landed a short distance beyond the Scripps Institute. One car containing William Van Dusen, National Glider association official, and Hawley Borkus, holder of the endurance record and sailplane builder, was the first to get definite information. Two persons on the beach near Torrey

Pines had watched Lindbergh as he flew northward. He was found sitting in his glider, happy and pleased with his feat, which he laughed off as nothing unusual. The world's record for distance gliding is 44.86 miles, made by Johannes Meisinger, a German, in 1928. The American record is 18.75 miles, made by Dr. Wolfgang Klemperer in Western Pennsylvania. The glider Lindbergh used was the new one built for the Anne Lindbergh Gliders, an organization of girl gliding enthusiasts. It has been on display at the Encinitas Flower show and was assembled Monday for the first hop. Col. Lindbergh arrived in San Diego at 10 o'clock Monday morning and plans were made immediately for his flight. Sailplanes were placed at both Point Loma and Mt. Soledad, the officials agreeing to use the spot which provided the most wind. Soledad was picked and Lindbergh arrived at the scene shortly after lunch to help assemble the craft. He returned to Los Angeles late yesterday and expects to fly here again when proper wind conditions prevail. He did not reveal his plans, but it is believed he will again try for distance rather than endurance.



The BOWLUS Primary Glider

HERE IS the one training glider constructed in the United States which enables students to master the co-ordination of controls and learn the feel of the air without the necessity or expense of purchasing and learning to fly a secondary type of glider.

A student can graduate from the Bowlus Primary Glider to the Bowlus Sailplane without intermediate instruction.

Unusually rugged and efficient, this primary and secondary glider is the high wing monoplane type with a wing span of 40 feet, utilizing the U. S. A. 35-A wing curve. The wing, ailerons, rudder and elevators are constructed of wood and covered with fabric; landing chassis and fuselage are

of welded tubular steel. All controls are airplane type and the glider can be towed across a flat field in the primary instruction and launched from a point or hill for the secondary gliding and pre-soaring work.

Aside from the sport of gliding and soaring in a Bowlus glider and Sailplane, anyone interested in learning to fly power planes can save from five to seven hours of expensive dual instruction by first learning to glide. A glider pilot learns to take-off, land, make perfect turns and has the feel of both stick and rudder before beginning his power plane instruction. In flying an airplane the only difference is the greater speed and throttle control of the motor.

Primary Glider Specifications

Wing span.....	40 feet	Wing area.....	196 square feet
Wing cord	59 inches	Length.....	20 feet
Height at wing.....	5 feet 6 inches	Weight.....	220 lbs.

Regular equipment includes shock absorbers, air wheels, safety belt and launching shock cord.

In all the world,
No other Sport Compares with

How to Get into Gliding

Nine hours, five minutes, twenty-seven seconds, that is the latest American record established by W. H. Bowlus in a Bowlus Sailplane over Point Loma, California, on February 23rd and 24th. Thousands of columns of newspaper space have been telling the world of the phenomenal performance of the Bowlus Sailplane. If you contemplate the formation of a glider club you could offer no greater inducement to the glider minded people of America than that your equipment would consist of a Bowlus Sailplane and Bowlus Primary Glider.

c A. R. Perl 1992
PIONEER SOARING FLIGHTS IN THE SAN DIEGO AREA 1929 TO 1936



Bud Perl
Circa 1929

FEDERATION AERONAUTIQUE INTERNATIONALE

GLIDER LICENSES

CLASS A Number 41


CLASS B Number 29


Issued to BUD PERL February 1931

At age 18 Bud earns two #21 licenses from the Federation Aeronautique Internationale

Note that both licenses bear Orville Wright's original signature

Earning these licenses required that the glider pilot possess certain capabilities in flying gliders and sailplanes

<p>Federation Aeronautique Internationale</p> <p>UNITED STATES OF AMERICA</p> <p>CLASS A GLIDER LICENSE</p> <p>Mr. Adolf Perl</p> <p>Place of Birth <u>Utica, N. Y.</u></p> <p>Date of Birth <u>June 1, 1912</u></p> <p><i>Orville Wright</i> Chairman N. A. A. Contest Committee</p>		 <p>License No. <u>41</u></p> <p>Date Issued <u>Feb. 5, 1931</u></p> <p>Issued by <u>N. A. A.</u></p> <p>Type of Glider <u>Bowling Sailplane</u></p> <p><i>A. R. Perl</i> Signature of Licensee</p>
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<p>Federation Aeronautique Internationale</p> <p>UNITED STATES OF AMERICA</p> <p>CLASS B GLIDER LICENSE</p> <p>Mr. Adolf Perl</p> <p>Place of Birth <u>Utica, N. Y.</u></p> <p>Date of Birth <u>June 1, 1912</u></p> <p><i>Orville Wright</i> Chairman N. A. A. Contest Committee</p>		 <p>License No. <u>29</u></p> <p>Date Issued <u>Feb. 10, 1931</u></p> <p>Issued by <u>NAA</u></p> <p>Type of Glider <u>Secondary Training</u></p> <p><i>A. R. Perl</i> Signature of Licensee</p>
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Flight tests of these capabilities required the pilot to demonstrate ability to take off to execute in flight turns, landings, and general ability to handle the glider/sailplane in flight and on the ground

NOTATIONS AND PHOTOS
BY Bud Perl
With Special Attention to Early Flying at Torrey Pines

c A. R. Perl 1992
PIONEER SOARING FLIGHTS IN THE SAN DIEGO AREA 1929 - 1936

ABSTRACT

• The **credibility** of this report resides with the fact that none of it is hearsay. The author was a **participant/eyewitness** in all that is presented.

Newspaper clippings, photographs, etc. are over 60 years old.

• Soaring flights in the San Diego area were initiated by **William Hawley Bowlus** (Hawley), as early as 1929. Hawley was the first person to make a sustained soaring flight at Point Loma, California. Others followed. The sailplane he used was an American made ship, which Hawley himself designed and built. It was built in San Diego, about where the Solar manufacturing plant is now located.

• Basically two (2) soaring sites were used for soaring flights in the San Diego area during the 1929 to 1936 period, i.e. **Point Loma**, and **Torrey Pines** California. These sites were very similar in geological formation. Both had ridges or cliffs that stretched several miles and ran almost due north and south and they both were about 500 feet above sea level facing the Pacific Ocean and interfacing directly with the Pacific Ocean. The prevailing ocean wind which was from the west produced ideal conditions for terrain soaring.

• Soaring flights were made at the **Point Loma** soaring site by pilots:

Hawley Bowlus,
Jack Barstow,
A. R. "Bud" Perl,
Charles A. Lindbergh and
Anne Lindbergh.

• Soaring flights made at the **Torrey Pines** soaring site were made by pilots :

Johnny Robinson,
Woody Brown,
A. R. "Bud" Perl, and
Bill Beuby.

There were other pilots who made flights at Point Loma and Torrey Pines, in these very early days, but the above represent the predominate group of pilots who flew these sites. The risk of not apologizing to anyone I did not mention here, is very low, because most of them are now dead. I apologize anyway.

c A. R. Perl 1992
PIONEER SOARING FLIGHTS IN THE SAN DIEGO AREA 1929 TO 1936

Johnny Robinson-Sailplane Pilot par excellence

I had the very good fortune to know this gentleman as we, basically, with Woody Brown, pioneered the soaring site at Torrey Pines California.

Johnny flew his Robin Sailplane and the Zanonnia at Torrey Pines. Johnny did some spectacular soaring here. He was basically the leader of pilots at Torrey Pines.

Woody Brown-also Sailplane Pilot par excellence

Again, I had the good fortune to know Woody Brown. He was also an outstanding sailplane pilot. He basically flew the Swift. Woody did some spectacular things with the Swift. Woody also flew the Zanonnia at Torrey Pines.

Woody's soared many times at Torrey Pines in flights of up to 10 hours duration.

Bill Beuby

Bill also flew at Torrey Pines. Bill flew his Perl/Beuby Sailplane here. Bill made a cross country sailplane flight from Torrey Pines to Warners Hot Springs. Bill was always interested in cloud soaring. This is how he made it from Torrey Pines to Warners.

Bill Beuby and Bud Perl built the Perl/Beuby Sailplane. It was basically a Bowlus Sailplane with some modifications.

c A. R. Perl 1992
PIONEER SOARING FLIGHTS IN THE SAN DIEGO AREA 1929 TO 1936

Torrey Pines

Torrey Pines became the main site of soaring activity in the early 1930's. It is a better location for ground operations and the cliff and wind conditions are nearly ideal for soaring. There was plenty of room for assembly of the sailplanes, and for take off and landing.

The topography of the cliffs at Torrey Pines are about 400 feet above sea level. The cliffs ran about due north and south and extended for about six (6), from La Jolla shores to Torrey Pines Beach which is just south of the town of Del Mar, California right on the coast.

One of the features of the cliffs at Torrey Pines is the "chimneys" located at the south and north ends of the ridge. A chimney is a large area gouged out of the cliff and sets back from the main line of the ridge to form a sort of amphitheater. With winds blowing into the cliffs the updrafts were concentrated in the chimneys to form an exceptionally strong up draft. It was a great feeling when entering a chimney and very exhilarating to feel the lift. One way to operate at Torrey Pines is to fly from the south chimney to the north chimney. In between you lose some altitude, but when entering the chimneys you gain it back again. So this was a lot of fun.

The other feature of Torrey Pines is the fact that you always had an emergency landing spot below the cliffs, i.e. the beach area. If the wind quit, which it often did you could land on the beach below. You could not do that now because there are too many people on the beach. Also the beach has become an immoral place with nudists running around.

The operation at Torrey Pines was similar to that done at Point Loma. During a storm the wind would be blowing from the south. After the storm died the wind died and then the wind would come up again but shift to the west. The wind would come up again to about 15 mph. That was the time to take off because now the wind would increase to 30, 40 and even 50 mph. This was great. You could get off the ground with a low wind 15 mph and while you were up the wind would come up to 30, 40 mph and this was when you could get real altitude. It was dangerous to take off in too strong a wind, because the updraft could amplify the wind velocity to such an extent as to form a strong gust. A gust strong enough could rip the wing off of the sailplane.

Cloud soaring was possible at Torrey Pines. You could get under a cloud and fly way back toward a point east of the ridge. You could fly south to Pacific Beach and over the city of San Diego and land at the airport at San Diego (Lindbergh Field).

ABSTRACT

SOARING FLIGHTS AT TORREY PINES 1932

PERL/BEUBY SAILPLANE

c A. R. Perl 1992

- Bud Perl and Bill Beuby fly the Perl/Beuby Sailplane at Torrey Pines

The photograph depicts the Perl/Beuby Sailplane being assembled for a soaring flight at the Torrey Pines Soaring Site.

This is the famous Torrey Pines Soaring Site which is located 15 mile north of San Diego. It is ideal for soaring and has been used in thousands of soaring flights over the years. Woody Brown, Johnny Robinson, Bud Perl, and Bill Beuby were pioneers who developed this soaring site back in 1932.

I have made several flights here the longest of which was a flight of three (3) hours and 30 minutes duration. In this flight I flew the full length of the Torrey Pines Cliffs from La Jolla Shores to a point just south of the town of Del Mar, where the cliffs diminish to the beach level, a distance of over six (6) miles.

The Torrey Pines Soaring Site notably has two chimneys one at the south end and one at the north end of the site. A chimney is a topographical formation in the form of a huge semi circular cup of 300 to 400 feet in diameter dug into the cliff, by natural forces of erosion. This chimney forces the wind currents to concentrate into a strong updraft of air. The technique then was to move to a chimney, gain altitude and glide north (or south) to the next chimney. It was a great feeling to feel the lift when entering the chimney. Sometimes one could gain 100 to 200 feet of altitude from the chimney effect. It was like a ride up in an elevator. This was indeed great for the soaring pilot.

When the wind died, we landed on top of the cliff if possible. If we were too late in getting back to a suitable landing strip on top of the cliff, we used the beach as an emergency landing spot below the cliff. The cliffs are about 450 feet high above the ocean.

- Also shown is the official license issued by the Department of Commerce of the United States for the Perl/Beuby Sailplane.

The Perl/Beuby Sailplane was built by Bud Perl and Bill Beuby with financial help from William Smilie.

The sailplane is basically the Bowlus Sailplane Design, with various modifications such as modified horizontal stabilizer, improved cockpit fairing and improved aileron mounting design. The performance was essentially the same as the Bowlus Model 18 performance with a glide ratio of 20:1, or better.



c A. R. Perl 1992
PIONEER SOARING FLIGHTS IN THE SAN DIEGO AREA 1929 TO 1936

PERL/BEUBY SAILPLANE

AT TORREY PINES

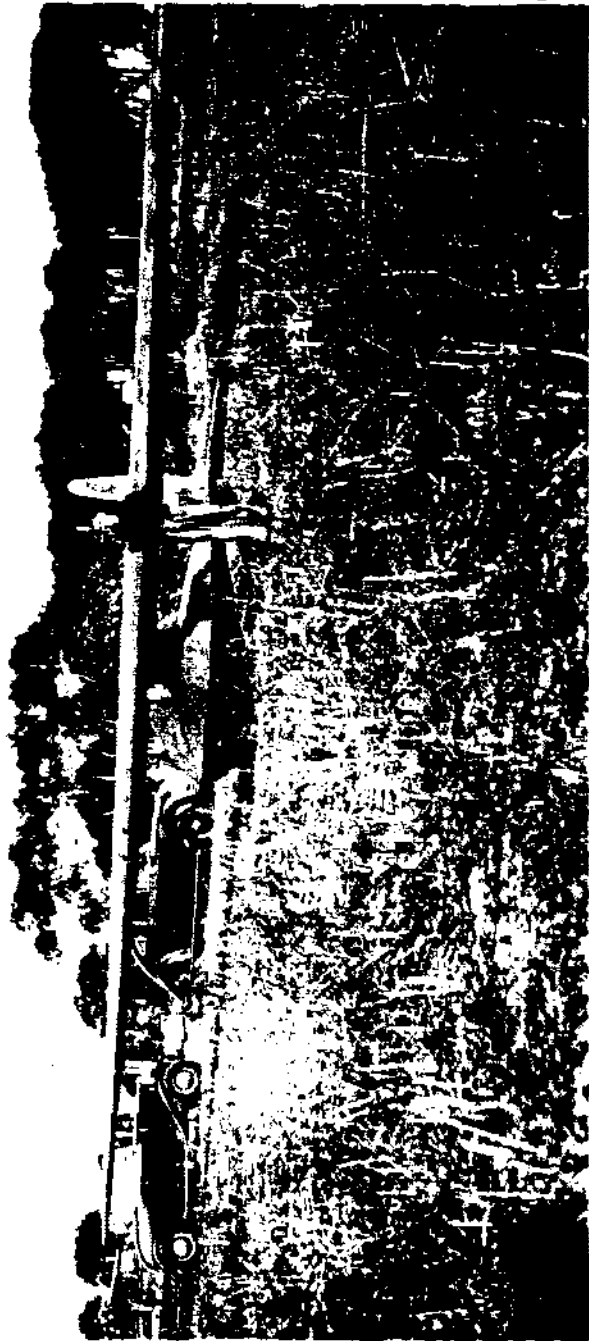
1936

Bud is in the cockpit of his Perl/Beuby Sailplane at Torrey Pines getting ready for take off on a soaring flight. About 400 feet in front of the ship toward the ocean, in this photo, is the site for the shock cord launching of sailplanes at Torrey Pines. The launch point was right on the edge of the cliff. The landing spot was about where the ship is shown in this photo.

The approach to landing at Torrey Pines was an up wind landing (into the wind). We would come in over the trees shown in the background and land about where the ship is sitting in this photo. There was plenty of room to land and the ground was smooth enough such that we could land without a landing wheel being required. The Perl/Beuby Sailplane did not have a landing wheel. It used a skid the same as the Bowlus Sailplane.

Soaring at Torrey Pines was a delight because there was always plenty of room above the ridge to make turns, dives, loops and other aerobatics. We could make up wind turns, down wind turns and circle over a given spot as long as we wished (with a good wind). With enough soaring flights along the ridge we got to know ever cut and canyon along the way. There was ample space for spectators. They usually came out in crowds on a Sunday to watch us fly.

Notice the two cars in the background. One is a Chrysler Airflow owned by sailplane pilot Woody Brown and the other is a 1931 Chevrolet Roadster which I owned.



On the wings of an Albatross

*The BOWLUS Sailplane holds the Official American
Endurance Glider Record*

THE Bowlus Sailplane has made new American records only to break them. The ability of this plane to maintain flying speed in breezes from 10 to 15 miles per hour, the unusual stability features which will allow this plane to actually soar in a 10 m.p.h. wind, are the direct result of years of glider and sailplane building by W. H. Bowlus, designer of this plane.

Since 1911 Bowlus has been building and perfecting soaring gliders, and

now for the first time this soaring plane of phenomenal performance is offered to gliding schools, clubs and soaring enthusiasts of America *at quantity production prices.*

The Bowlus Sailplane, because of patented features, can be assembled or taken down by two men in ten minutes. The wing is full cantilever type divided into three units, a 14-foot center section of constant cord and two 18-foot tapered sections. The center section

is attached to the fuselage by large heat treated duralumin fittings. In the same way the wings are attached to the center section (see photograph). The aileron controls automatically connect when the wing pins are in place.

Anyone, with five minutes' instruction, can take down or set up a Bowlus Sailplane.

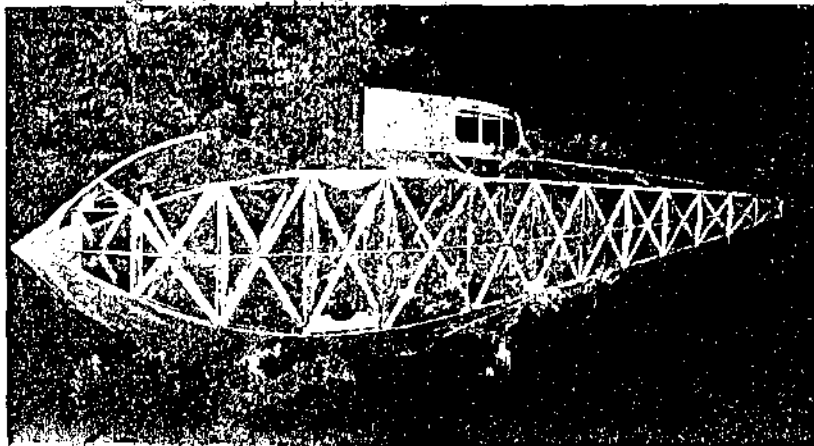
Both the Bowlus Primary Glider

BOWLUS SAILPLANE SPECIFICATIONS

Overall span.....60 feet
Overall length.....21 feet 3 inches
Height at rudder... 8 feet 7 inches
Height at wing..... 5 feet
Center section cord...59 inches
Tapered wing
Wing curve..... U.S.A. 35 A
Wing area.....212 sq. ft.
Weight empty.....230 lbs.

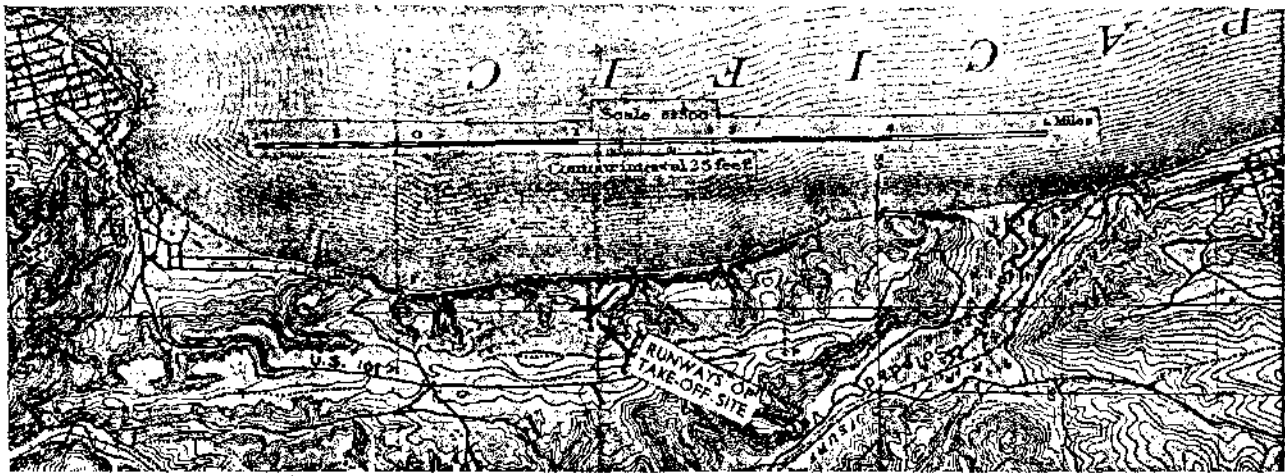
Large Dural
Wing Fittings
Spars on Bow
Sailplane.

The Sailplane
Wing.



ON THE WINGS OF AN ALBATROSS
Lindbergh Field, San Diego, Cal.





Soaring SITES VII

TORREY PINES MESA

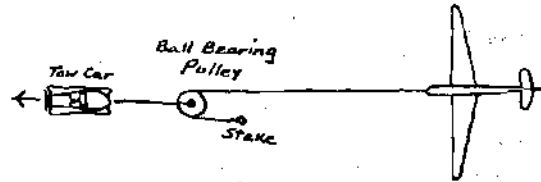
by John Robinson

Located on top of a 300 foot cliff overlooking the Pacific Ocean, the Torrey Pines Mesa site is just eighteen miles north of San Diego, California. It is also three miles north of La Jolla and one-quarter of a mile west of U. S. Highway No. 101. This glider airport is the center of the soaring activity of the Associated Glider Clubs of Southern California.

The field, which now has runways sufficiently long to permit safe power plane take-off and landings, is located on a plateau at the edge of a vertical cliff facing due west, varying from 300 to 50 feet in height along the edge of the Pacific for a distance of five miles. Over it many hundreds of hours of soaring have been flown in the winds from southwest to northwest. The stretch to Sorrento Creek is what we usually use, although it is possible to jump the gap and soar on to Delmar. This last stretch of 100 foot cliffs is seldom used because of the difficulty of returning by recrossing the gap from a lower altitude.

During the spring and summer the prevailing sea breeze from the west, although not very strong, is sufficient to make soaring possible most of the time. This is due to the fact that wind flowing over a vertical cliff is smooth and solid in front of the bluff—like an inverted waterfall. Thus one can soar here in less wind than he could over a rounded ridge of equal altitude.

One of the best features of the site is the safety for both ships and pilots. Besides the regular airport with



its long runways, there are many other fields near the cliff edge that can be used for landings. Also there is a very good beach nearly the full length of the cliff that can be used for landing if one is so unfortunate as to fly below the edge when the wind dies down. Even during the highest tides, there is a beach wide enough for landing almost under the take-off site. However, the latter, although safe, necessitates several hours' hard work to carry the ship over some rocks to get it out. Therefore, this part is seldom used.

For the past five years, we have accomplished soaring at this site by auto towing off the beach, or shock cord from any field that we were not denied permission to use. We were continuously bothered by high tides, unfriendly farmers, and shock cord failure. The year 1937 saw great improvements over these conditions. First, we developed to a high degree of efficiency the single pulley tow take-off method. (See diagram.) Second, we obtained a five-year renewable lease from the city of San Diego. Now we are continually improving the runways that we have cleared, and hope soon to have shelters erected for the ships.

This soaring site is ideal for slope soaring, but distance soaring is quite difficult, although not impossible.

Although we have never tried to set a duration record, on several occasions, Woodie Brown and I have flown for six hours. The longest flight was nine hours, made by Brown in his "Swift" sailplane.

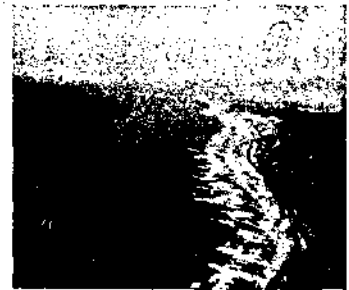
Torrey Pines Mesa Soaring Site, showing runways. John Robinson



From the "Swift" flying south. The author's "Robin" below. Woodbridge Brown



Soaring over the cliffs to the north. John Robinson



July 1938

S.D. Soaring Club To Dedicate Field At Torrey Pines

By GENE STECK

Trick flying at altitudes of 300 feet and less will be among thrilling exhibitions planned by the San Diego Soaring club at Torrey Pines New Year's day. Assisted by Associated Glider clubs of Southern California, the local club officially will dedicate the soaring field two miles south of the pines. Dick Essery, local glider pilot and acting president of the organization, announced yesterday.

City officials have been invited to the event, and sponsors announce the public will find ample parking space available.

RUNWAYS READY

A clubhouse has been constructed near the field, where visiting pilots may camp. During the year the local club members have cleared off three runways, each 2000 feet long.

Planning to fly at the meet is John Robinson, San Diegoan who holds an unofficial glider altitude record of 11,000 feet, and Woodbridge Brown, La Jolla glider enthusiast.

The field—25 acres—has been leased from the city for five years. It is assertedly the only field in California devoted exclusively to soaring. Twelve ships are expected to participate, including the Robin, record-breaking craft built by Robinson and Essery; the Baby Albatross, by Hawley Bowler, and a beautiful, streamlined model flown by Harvey Stevens, Hollywood.

The Robin recently completed a goal flight from the Torrey Pines field to Speer airport, a distance of 13 miles. Flights made by local pilots have totaled more than 300 hours in the air. Some have been of 10 hours duration. Average altitude is 2000 feet.

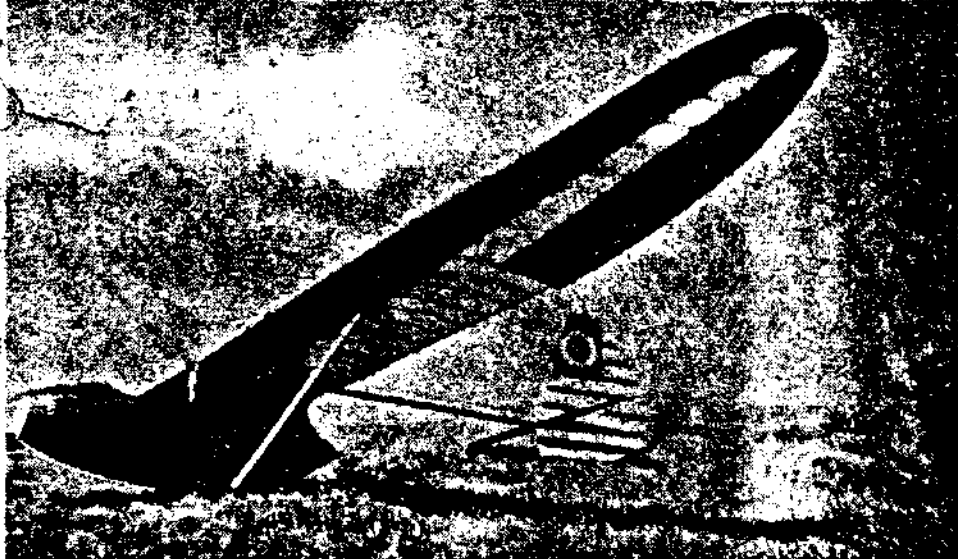
Glider experimentation has contributed much toward advancement in the power-plane field. The cantilever wing of the modern transport is a result of glider tests. Spectators may find an inspection of the gliders as interesting as watching the graceful planes execute intricate maneuvers in the air. Modern ships have a fully inclosed cockpit. Wings are waxed to eliminate friction.

20 CLUB MEMBERS

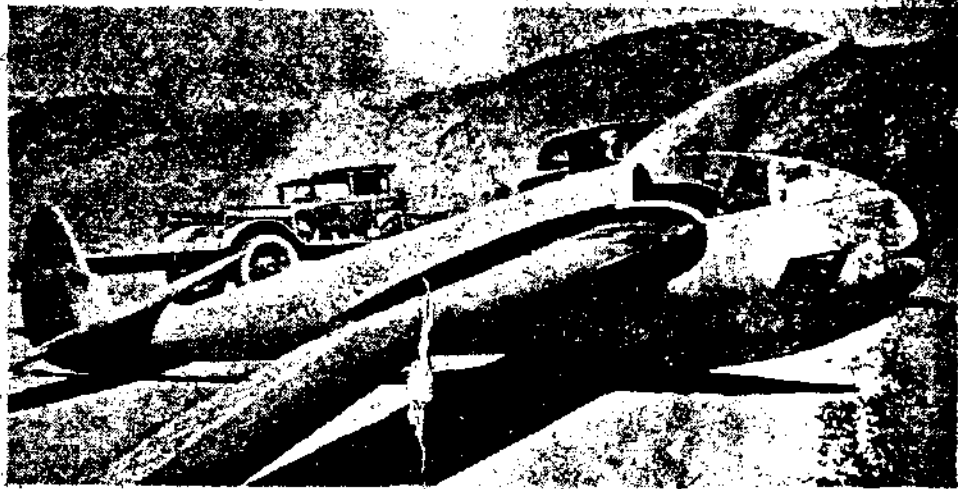
The local club has 20 active and associate members. Meetings are held the second Tuesday of each month at 4141 El Cajon ave. The public is invited.

The associated Glider club of southern California became incorporated in 1929. Pilots from the southern part of the state have found Clark dry lake a favorable location to fly. Several record attempts have been made at this location.

THEY'LL DO TRICKS AT 300 FEET NEW YEAR'S DAY



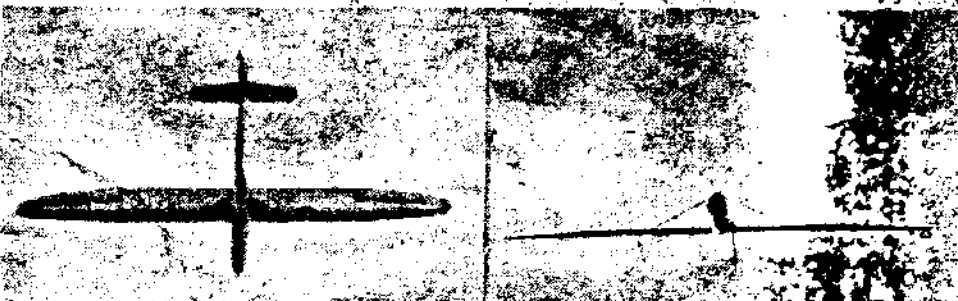
Hawley Bowler's Baby Albatross—in the air it's a well-behaved baby. 20 gliders will thrill public field dedication near Torrey Pines next Sunday.



Harvey Stevens' sleek soaring ship—flies through air with greatest of ease.



... The Robin, S. D. Soaring club's pride—a threat to several records, flew 11,000 feet.



Help, below, tells you as here... It's one-point landing, or the

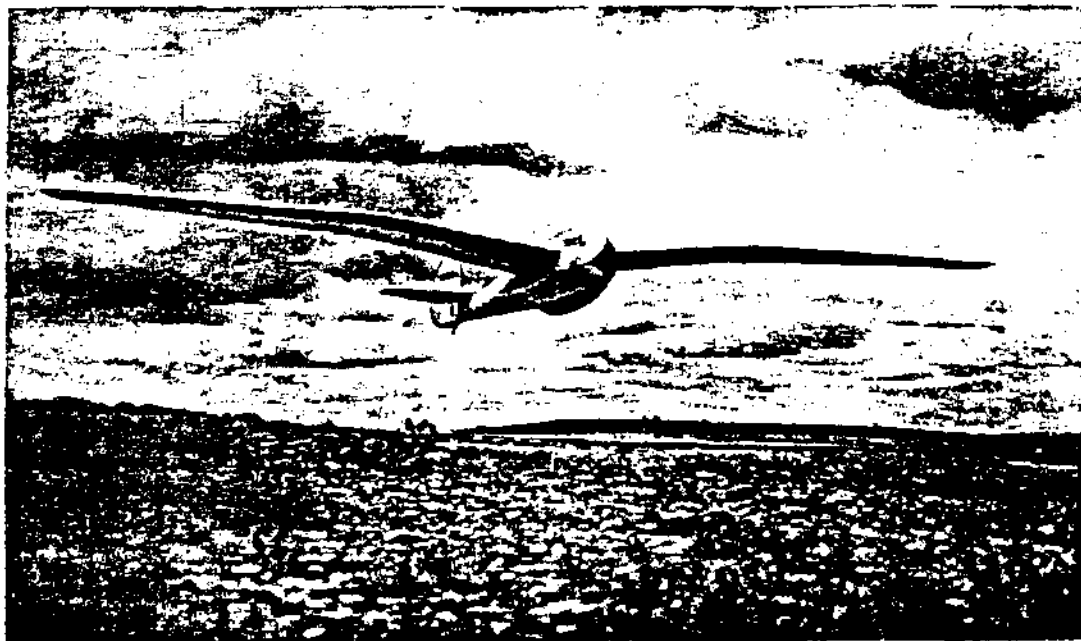
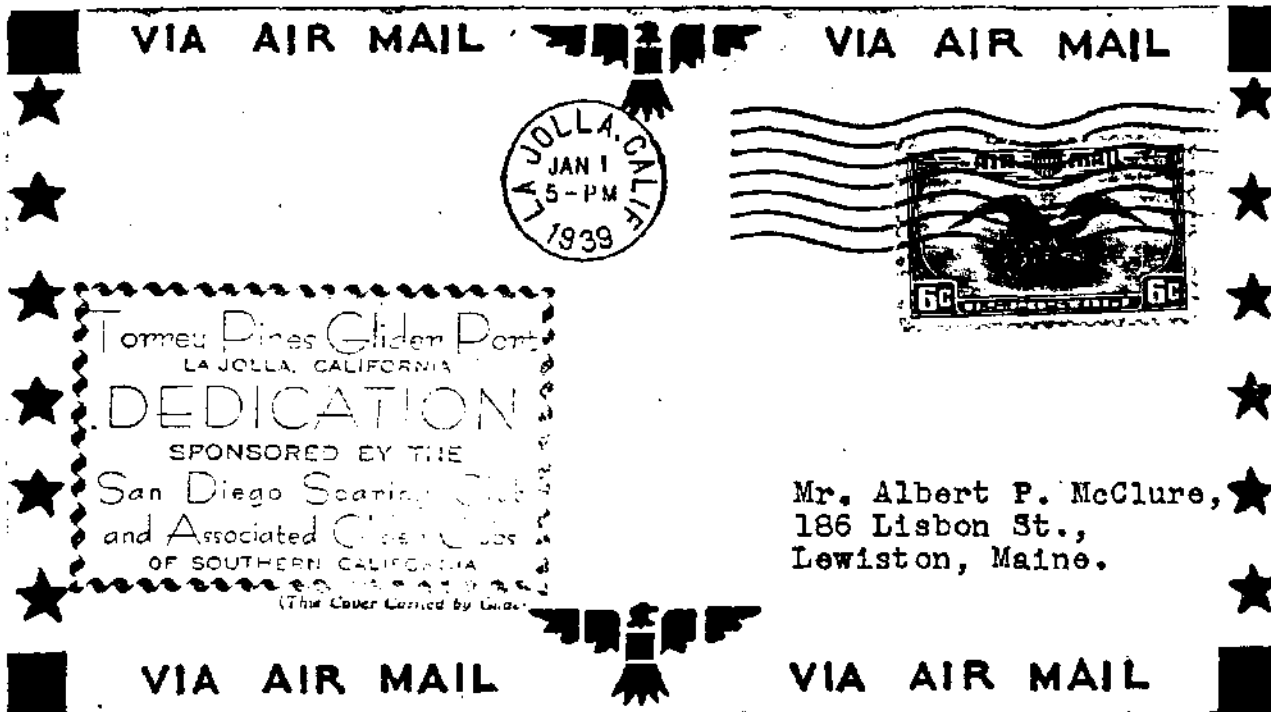
ms

GLIDER FLOWN MAIL

Torrey Pines, California

1939, January 1

The Torrey Pines Glider Field was dedicated to the Youth of California. After the ceremony, John Robinson took off in his "Robin" sailplane, carrying 295 pieces of cacheted mail, plus 50 covers without cachet. It was a day without wind, so he made a beautiful loop as he released the tow rope at 500 feet. Postmaster Rannels from La Jolla was awaiting his landing, took the mail and forwarded it through the official mailstream.



The "Robin" sailplane
Zanovia

THREE DAYS AT TORREY PINES

by Jerry K. Litell

The first annual meet of the Associated Glider Clubs of Southern California started on New Year's Eve and lasted for three days. The meet was held in connection with the dedication of the Torrey Pines Soaring Field, the headquarters of the Association. The Soaring Society of Southern California, the regional association in Los Angeles, was represented.

The Field, described in July, 1938 issue of SOARING, has been constantly improved by club members. A local contractor gave us the use of his equipment for elevating and grading the take-off runway and a small clubhouse had been built, largely through the Association's President, Dick Essery.

The Bishop Trophy, donated by a brother of the famous Canadian War Ace, is a gold cup which will have to be won three times to become the property of the winner. The cup was displayed in the clubhouse and created much interest, especially among the visiting pilots.

The press and radio gave us their full cooperation, bringing more than a thousand spectators to the meet. They were kept well informed and entertained by the versatile Dick Essery over a public address system, also donated for the dedication.

Since the first day was rather uneventful, with no visiting ships and no wind, the meet really did not get going until the second day, when attendance surpassed our expectations.

This day was opened by John Robinson, who, in his famous "Robin", made a beautiful loop as he released the tow rope at 500 feet. Other flights were made in quick succession by Hawley Bowlus, Frank Wolcott and Bob Heideman. No soaring flights were made, as the wind, unlike the California sunshine, failed to cooperate. After several good flights by Ray Parker in a brand new secondary, and Morrison in the Baby Albatross, which received very favorable comments, the dedication ceremonies got under way.

William Van Dusen, N.A.A. representative, traced the history of gliding in San Diego, starting with Professor Montgomery's flight in 1890, when he was dropped in his glider from balloons. He mentioned briefly the flights in 1910 by Nathan Rannels, now Postmaster of La Jolla, told of Hawley Bowlus' activities, the flights of Colonel and Mrs. Charles A. Lindbergh and, lastly, related the story of the present Associated Glider Clubs of Southern California. He introduced councilman Crandall of La Jolla, who dedicated the Torrey Pines Soaring Field to the Youth of California. John Robinson then took off and dropped the flag of California over the field. The "Robin" also carried mail for the occasion. A cache of three hundred letters, specially prepared for flight by glider, was picked up by

Postmaster Rannels and mailed. One of these was addressed to President Roosevelt, another to the National Youth Administrator.

After a few more short flights, with the wind still conspicuous by its absence, John Robinson climaxed the events of the day. Towed to six hundred feet with his climb accelerated to twenty feet per second by the pulley and "dead man" system, he released, made three turns of a spin and recovered with a loop. He then circled lazily over the field, the crowd cheering and auto horns honking. With the "Ah's" and "Oh's" and "Pul-lease pull her out" of the loud speaker, it made quite a show.

Later, at a turkey dinner and social evening for the visiting pilots, Joseph Blake of La Jolla, radio commentator on the Mutual Network, promised to aid soaring through his column, "The Magazine Man". He would like to have called to his attention any magazine article dealing with the subject so that he may impress on his listeners that beautiful word, "Soaring". So here we have a new friend, fellows—don't forget: Joseph Blake, La Jolla, California, and you'll find his column in any Newspaper as far east as Ohio.

While we had accommodations for the visitors, they preferred to spend the night in the clubhouse with their ships. This gave them a chance for several flights early next morning. At ten o'clock, however, there was a strong wind blowing parallel and slightly out over the cliffs. Different runways were used and several brave attempts were made at soaring over the canyons until Ray Parker was forced to land on the beach below. While his ship was being retrieved, the Heideman team made several short hops, giving the spectators many a thrill while their little ship was buffeted around in the rough air. A big cloud came along and the "Robin" took off, aiming for it. John caught the thermal, circled a few times but lost it over the edge of the cliff, where he was caught in a violent down draught. Diving out of it, he recovered too late to land in the field. He had stayed aloft almost seven minutes, when he, too, had to land on the calm beach below. Then the rain stopped the meet. Perhaps it was just as well, since the wind direction, like the bull Ferdinand, remained contrary.

In spite of poor weather conditions and the absence of several advertised entries, this first meet was a success. The expenses were amply covered by a small parking fee. The Club has several new members, and more than a thousand spectators are convinced that the modern sailplane is no frail craft and that Soaring is the King of Sports.

Woody Brown had expected to compete with a brand new Bowlus Baby Albatross which he has bought partially assembled for \$385.00. However, it's completion was delayed by his trip to New York over the holidays. His dismantled "Swift" has been sold to the author and Steve Kesckes.

The "Bishop" trophy will be awarded to John Robinson at the next club meeting.

Ripley's

Believe It or Not

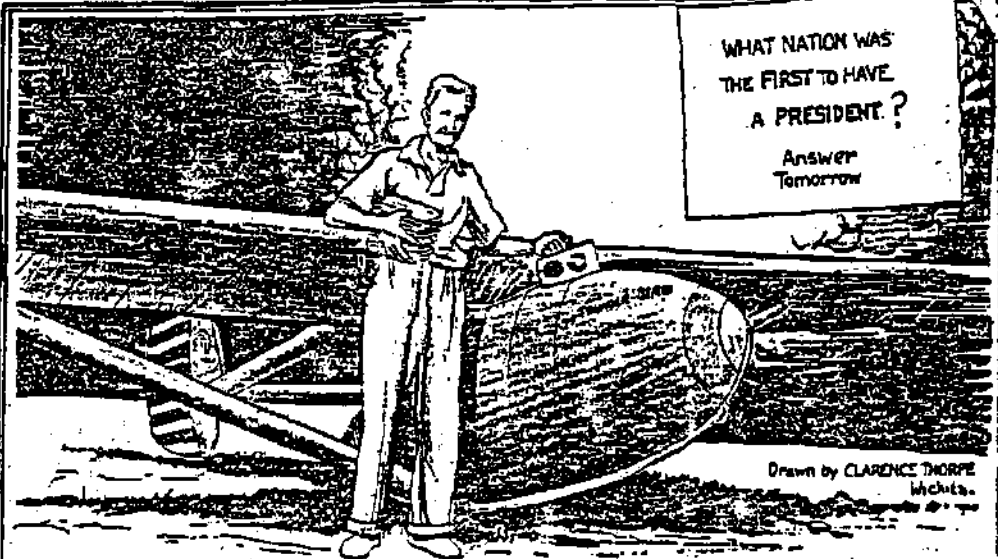


published on July 5, 1939

Reproduced for the 5th National Landmark of Soaring in La Jolla, California,
June 6, 1992 --- National Soaring Museum, Elmira, New York.

July 5, 1939 23

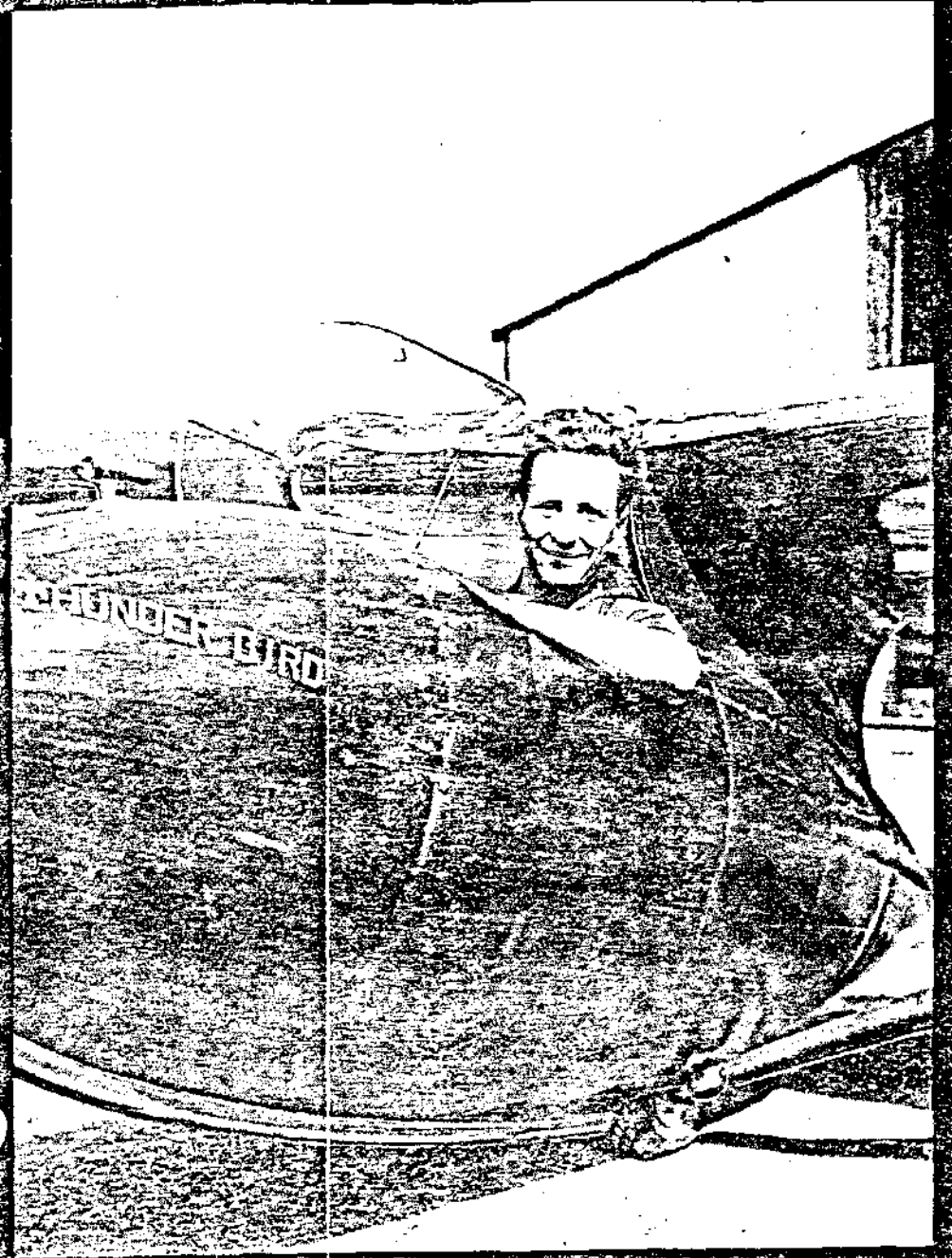
Believe It or Not --- --- --- By Robert L. Ripley



WHAT NATION WAS
THE FIRST TO HAVE
A PRESIDENT?
Answer
Tomorrow

Drawn by CLARENCE THORPE
Wichita.

WOODY BROWN
La Jolla, Calif.
RODE A MOTORLESS PLANE 280 MILES IN 7½ HOURS
SOARED 7,600 FEET HIGH
Wichita Falls, Texas, to Wichita, Kansas



Sooting

July 1939

A Glider Ride at Torrey Pines

Ref.: Liteil, J., *Soaring*, Dec, 1939.

Soaring DECEMBER, 1939
6

FROM THE *Back Seat*

by Jerry Liteil

HERE IS A STORY TO SHOW YOUR NON SOARING FRIENDS

The following story is taken from a longer one printed in "The Consolidator" describing a visit to the Torrey Pines soaring site. We enter just as the Grunau two place has landed after a short test hop.

"We'll only get 150 feet with two up, but the wind is increasing, and there might be some thermal action," says the pilot.

"Ah, another club member from CONSOLIDATED, O. K., take a seat behind me and relax."

Before you realize it the ship is turned around and you can sit in the comfortably cushioned rear seat under the wing, with plenty of room and ample visibility thru plastic side windows. The beautiful workmanship on the heavily varnished, plywood-covered fuselage inspires confidence but, you can no more relax than "fly in the air" as the old folks used to say. You think of that terrific angle of climb as you fasten your seat belt, wondering what happens to these things in a stall. Your pilot signals and up you go. All that you hear is the air blast against fabric and the whistling thru the small openings around the cockpits. You feel yourself pushed up, not pulled, just as your pilot further assures you that the controls are in neutral. As you look out you marvel at the rapidly unfolding panorama, the rugged canyons, the sharp edge of the more than 300-foot vertical cliff, and suddenly a broad, smooth beach directly underneath. The pilot has released, you glide over the beach, turn parallel to the cliffs, as you wonder about that updraft. It is there, alright, for your variometer shows a very slight climb. Then you glance at the field where the runways are now sharply outlined, the highway lined with trees, the rolling hills that reach up the side of conical Black Mountain, and away back the blue Laguna Mountain and Palomar, over which rise the towering cumulus clouds.

Suddenly you feel yourself pushed up. "Here is where we turn. Watch the variometer," says the pilot. You watch the bank indicator as well and notice the turn is perfect, the ball stays in the middle. "There is usually a convection at this point. Did you notice how we climbed on the turn?" Now you are facing south. The nose of the craft points about 10 degrees more to the west than the flight path which closely follows the contour of the mesa. Looking at the glider port from this angle, makes one really appreciate its excellent location. The cliffs are not only higher here, they are almost vertical and the two flanking canyons diverge from the field to double the length of this natural deflector.

Look! There is the other ship taking off, coming right up to you. She sure is a beauty with her cream wings, mahogany nacelle, and the tail mounted on a gleaming dural tube. Now you can look right down into the cock-

pit. The pilot looks up, grinning as he slides under you. This is getting interesting. "Yes," says your own pilot, "The wind is picking up too. We may have a lot of fun." The wind has increased, you can even see an occasional white cap, but the air is smooth as you cruise back and forth.

Was smooth, you mean. Just as you cross that big canyon, you hit a bump . . . no, not a bump, a giant wave. "Yippe! We've hooked a thermal!" says your pilot, and banks sharply. You look out where the canyon, then the mesa, the beach and the ocean spin past your wing tip which seems moving backward in the tight spiral. Gradually you feel pressed into the seat as your pilot calls your attention to the variometer which shows 6 feet per second. "Just a weak one," says your pilot. "They never amount to much on the coast." You carefully keep your eyes off the spinning landscape and look at the climbing altimeter wondering what a 20 feet per sec. desert thermal feels like. Suddenly the ship falls down from under you. You seem to have lost all weight for a moment.

"Too bad, we lost the thermal. No, we didn't drop, we just stopped climbing."

Well, we are too far inland, anyway. You heartily agree, wondering how these supermen can spiral around in thermal after thermal for hours on end, to land hundreds of miles from their starting point, without ill-effects. It is no worse than spending all day in a small fishing boat, rolling and pitching with the power off.

"No, I suppose not."

Looking down you find yourself almost over the highway. Over at the field are several more cars, probably some of the other members who have come out to fly. The single seater is darting around almost at the level of the field, sometimes diving thru a canyon, then he slows up and climbs almost like an elevator . . . the wind must have freshened.

There is no lift back here. You gradually lose the 600 feet you just gained as your pilot skillfully maneuvers toward the end of the 1,500 foot landing runway. A long slip, exaggerated, because you are headed into the wind—then some rough air over the little lake, but you don't mind a trifle like that, now that you are a veteran, thermal soarer. You are just a few feet off the ground, gliding down the side of a little valley. You slide up the other side and gently touch. The noisy rumble of the landing is literally quite a comedown after the silent, effortless cavorting around the sky of a few minutes ago. And when you help push the 400 pound sail plane back for another take-off, you fully realize the tremendous power available right out of the free air to anyone who will take the trouble to learn how.



Photo by Edward Sievers, courtesy San-Diego-Cal. Club

The Briegleb "BG-7," the Bowlus "Super," the Polish "Orlik," and the Ross-Stevens "Zanonis" soaring in formation

TORREY PINES

By JIM SPURGEON

GLIDING is not new to San Diegans, in fact, the first successful winged flight of man was made here in San Diego by John J. Montgomery in 1883. Hawley Bowlus did his early experiments with soaring flight here during the late Twenties, and he also taught Anne and Charles Lindbergh to fly gliders right here in San Diego in 1928. The training methods of Bowlus were destined to become the pattern for glider training the nation over.

John Robinson, Woody Brown, Ray and Harry Parker, and Dick Essary were mere airminded kids when Bowlus was flying his now famous Albatross series here. Youth must fly, so it was that John, Woody, Ray, Harry, and Dick took to building their own ships. At first, their efforts were repaid with joyful shock chord launches down San Diego's rolling hills but soon the boys were towing the homemade ships off the sandy beach that stretches some three miles along the Pacific shore just north of town. They noticed that when the wind was strong enough to kick up "white caps" on the ocean, it was easy to remain aloft and soar up over the 350 foot cliff that backs up the beach. This was the discovery of the Torrey Pines site which today, stands out as one of the best equipped and most used gliderports in the entire U. S. A.

Public interest demanded an expansion of these early glider operations on the cliff so it was that the Associated Glider Clubs of So. Calif., Ltd., came into being in 1930.

Since that time, the club has produced three national record holders, Robinson alone capturing the National Champ title three times running.

When the Glider Corps was being formed early in the last war our club had such seasoned pilots as Parker, Robinson, Comer and others who, like many glider pilots the country over, pitched in and became the actual backbone of the Army Glider Corps. Our soaring site at Torrey Pines fell within the boundaries of Camp Callen Training Center, so of course our operations were at a standstill until 1946, when the Camp officially closed. Our club then immediately renewed its lease with the City of San Diego.

Today, in our third year of gliding since the war, we have in our club over sixty active members along with over a hundred associate members. Our club equipment includes a V-8 Mercury powered winch with tow speeds of 0 to 80 m.p.h., five sailplanes: two Schweizer TC2s, a Cinema TGIA, a Briegleb BG7, and a Pratt-Reed. We have leased from the city five army type buildings which we use for equipment storage, clubhouse, etc.

Every weekend our gliderport hums with activity and when soaring is not too good, we use the time for training new students. Our instruction is free, a use fee on the equipment is \$3 per hour. We have 8 commercial pilots, 5 private pilots and the rest student pilots. Some of our boys hold the SSA "C", Silver "C" and Golden "C," and,

July-Aug 1948

of course, we are all shooting for those National and International Records. In the past three years we have flown a total of 2023 flights with a total of 186 hours being logged, all in club equipment.

In conjunction with the San Diego Jr. Chamber of Commerce, the club has held two highly successful annual soaring contests on the Torrey Pines field. Our recent contest held this past February was filmed by Fox Movietone News Reels and the broad coverage of these movies in American theatres has given a terrific boost to the cause of gliding. Television news reels were also here. The local effects of these meets has resulted in untold interest in the sport. We have over twenty-five new members, a direct result of our contests and many more have turned to buying or building their own craft as the interest grows due to our regular news releases, flying activity and the real honest-to-gosh interest on the part of every member of our club.

Our club President, Harry Parker, assisted by Vice-President Charles Rowen, takes care to see that the club is not harnessed with any "Parasites." We ask a down payment on initiation fee from each prospective member to show his or her earnestness, and then we ask them to come out and fly and generally become active. We can thus screen applicants for flying ability and also, a very important item in any club, we watch them work. Any slackers will be shown up before he is a full-fledged member and too, a new member has the right to enough experience to see for himself if he wants to be a club member.



Three San Diego lovelies are told about gliders by Charles Rowen, Vice-Pres. of the Assoc. Glider Clubs of So. Calif. The ship is a club Schweizer TG-2.

The Associated Glider Clubs of So. Calif. has the best kind of leadership because we have every detail broken down into committee work which gives very excellent results. The job assignments come from the President and any new talent is given a chance to function, even if it means the forming of special committees just to use all the help.

Our monthly publication, WIND AND WINGS, is being circulated over the entire West and in this way we not only let our activity be known but we get back some swell publications from other clubs in return.

It is an established fact that an ideal way to learn gliding is to join or form a club. Expenses are thus kept at a minimum and the fun at a maximum. Soaring flight offers the greatest range of flying activity in aviation and, with the thousands of our youth thirsting for the thrill of flight, it is only natural that gliding is destined to become increasingly popular.

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

GLIDING in Canada started out with a bang as soon as the summer really opened up. The Gatineau Gliding Club, out every week-end since the beginning of May, chalked up a fine record on Sunday, May 2nd, when Ovila "Shorty" Boudreault was towed up to 2,000 feet by a Tiger Moth, released in a lift area and went up from there to 7,000 feet. He remained up for an hour and a half in the Crunau. This tops Jack Ames' BAIC Trophy win of last year by some 1,200 feet, but the season is not yet over and great things are expected throughout the country. "Shorty" complained of the cold and airsickness; had it not been for these drawbacks he says he would still be up there.

Congratulations are due Albert Pow of London, Ont., member of the Gliding Division of the London Aero Club, who hit the jackpot—but unfortunately without a barograph—on May 17th, when, in a Laister-Kauffman he was towed to some 1,800 feet and rose to 11,200 feet before icing forced him down. He remained aloft three hours and thirty-one minutes. Pow's flight certainly does things to previous Canadian records and it is hoped he won't forget his barograph next time. His flight has been fairly well publicized across Canada and it is now up to members to get a move on and give him some competition. Even though unofficial, it was a fine performance.

A touch of human interest entered the field of gliding recently when, at 5:30 on the evening of May 20th, there was unwonted activity in MacNamara's vacant field on the Silver Creek Road some three miles outside of Buckingham, Que. Black-robed celibates of the Christian Brotherhood clustered about a bright yellow machine which, to the accompaniment of hammering and twisting of bolts gradually took shape as a glider.

Half an hour later 50 cars lined the country road and a crowd of 500 people jammed a corner of the field. Brother Hormisdas, tall and bespectacled science master at St. Michael's High School in Buckingham announced first in English, then in French:

"Flight Lieutenant Lecheminant will make a test flight."

The crowd fell silent as, two hundred yards down the grassy track bisecting the field, a jeep moved forward, tightening the tow-line attached to the glider's nose.

A flag was waved, the jeep put on speed and the glider, a Schweizer 1-19, sprang to life, skittering over the grass like a scared rabbit. At 20 yards its nose pointed skyward and it rose, kite-like, over the field. At 500 feet the tow-line was released and fell to earth. The glider, sharply silhouetted against the sky made a sweeping circuit of the field, nosed gracefully downward and rolled to a stop before the cheering onlookers.

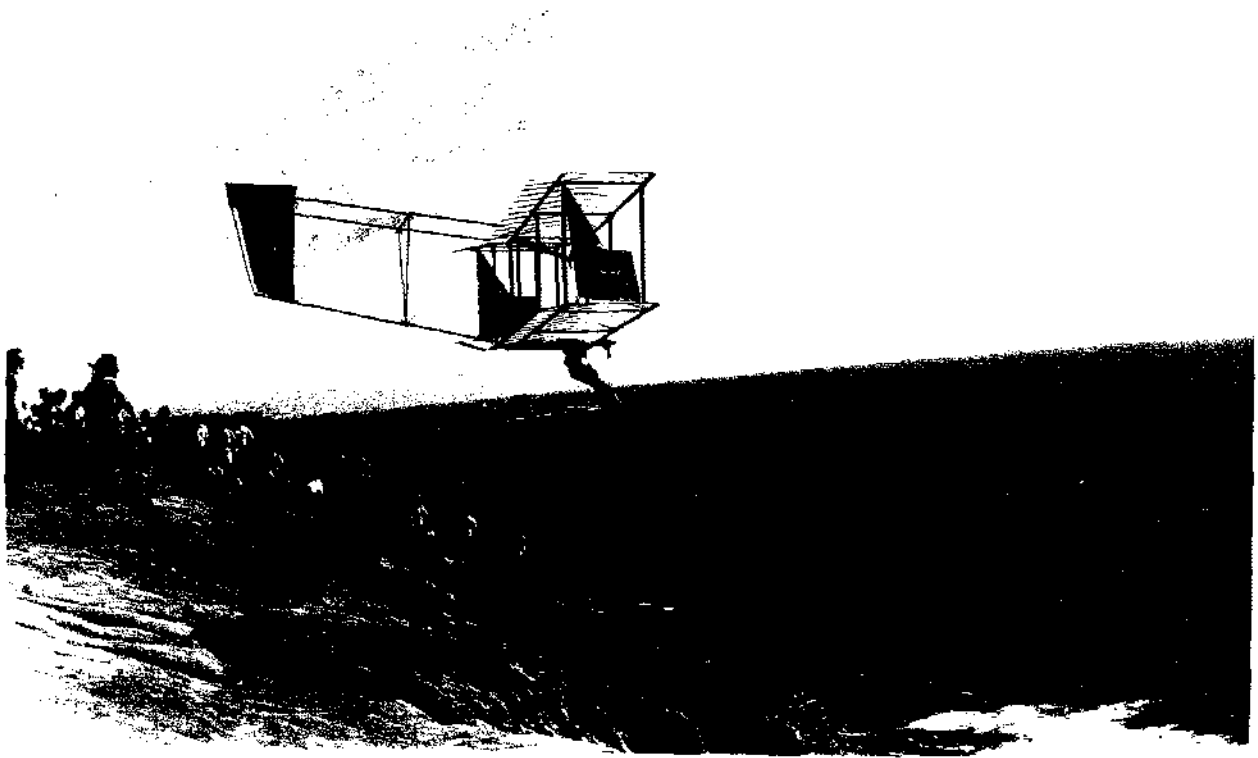
Stepping from the light craft F/L A. N. Lecheminant, Secretary of the Soaring Association of Canada and President of the Gatineau Gliding Club of Carp, pronounced his verdict:

"Perfect! No bad habits; everything's just right. She flies like a bird!"

To Brother Hormisdas, this moment of triumph was long awaited. Since 1932, when as a teacher at Assumption College in Plattsburg he had been catapulted from a hill-top in a makeshift glider, he had dreamed of bringing the thrill of motorless flight to the pupils and residents of this small (pop. 4500) village in the Quebec hills.

A year ago he approached the S. A. C. with his proposal to buy a glider. But there were difficulties. No gliders

(Continued on page 16)



Doug Fronius flying at Torrey Pines Gliderport in a 1974 exact replica of the 1909 Waldo Waterman glider. This photograph from the collection of his father, Bob Fronius.

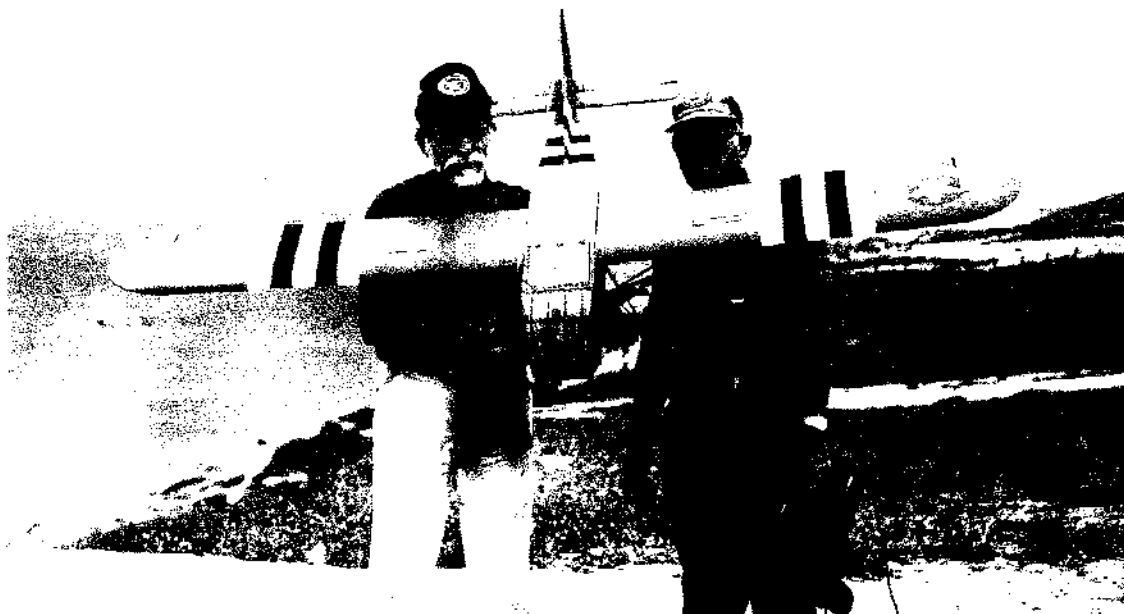


In the late 1960s, radio controlled model aircraft began regular operations at Torrey Pines under the guidance of the Torrey Pines Gulls. The first quarter scale model, the Kestral-17, designed by Ralph Learmont of Melbourne, Australia, flew at Torrey Pines in May of 1975.

Historic sailplanes still fly at Torrey Pines as radio-controlled models.

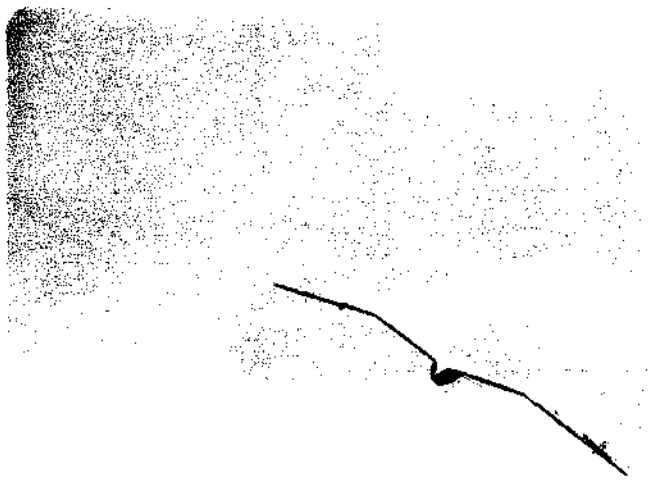


A 1:5 Scale TG-3 World War II Training Glider



A Scale WACO Glider Built and Flown by
"Red" Simonsen (L) and Carl Gwartney (R)

This is particularly appropriate in that these pilots flew that full-scale glider to land behind enemy lines during World War II.



Mark Smith's Radio-Controlled "Jonathon Livingston Seagull"
used in the movie of the same name.



Launching a 1:4 scale radio controlled ASW-24 at Torrey Pines

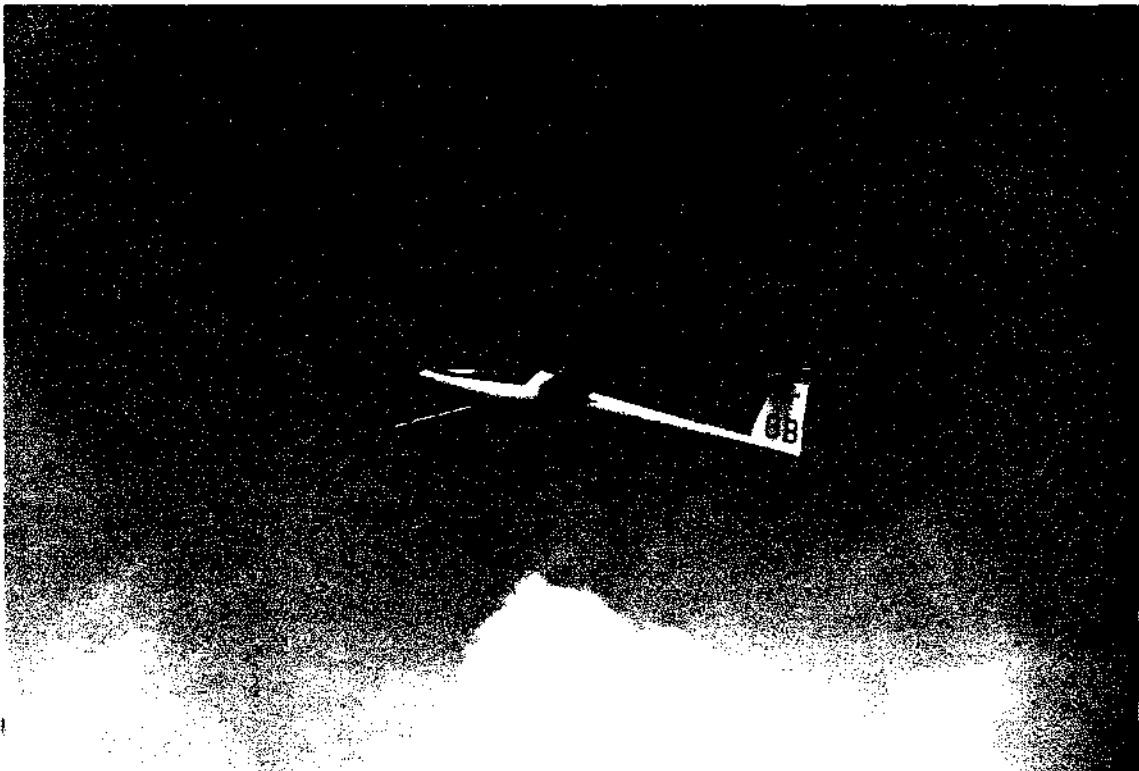
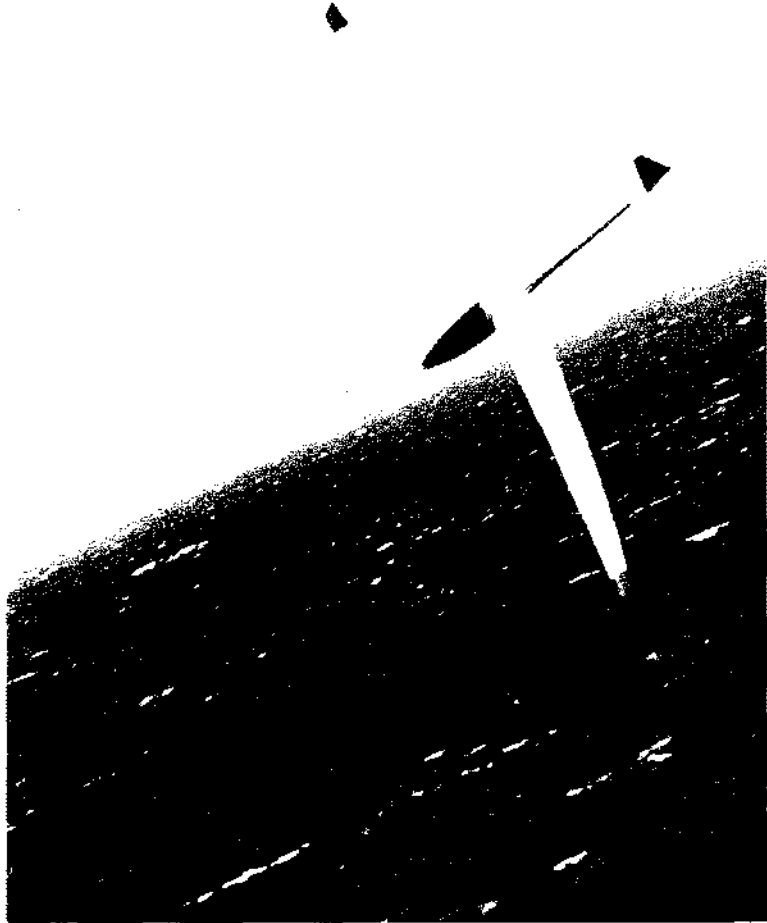


In the mid 1970s, hang gliders regularly flew at Torrey Pines

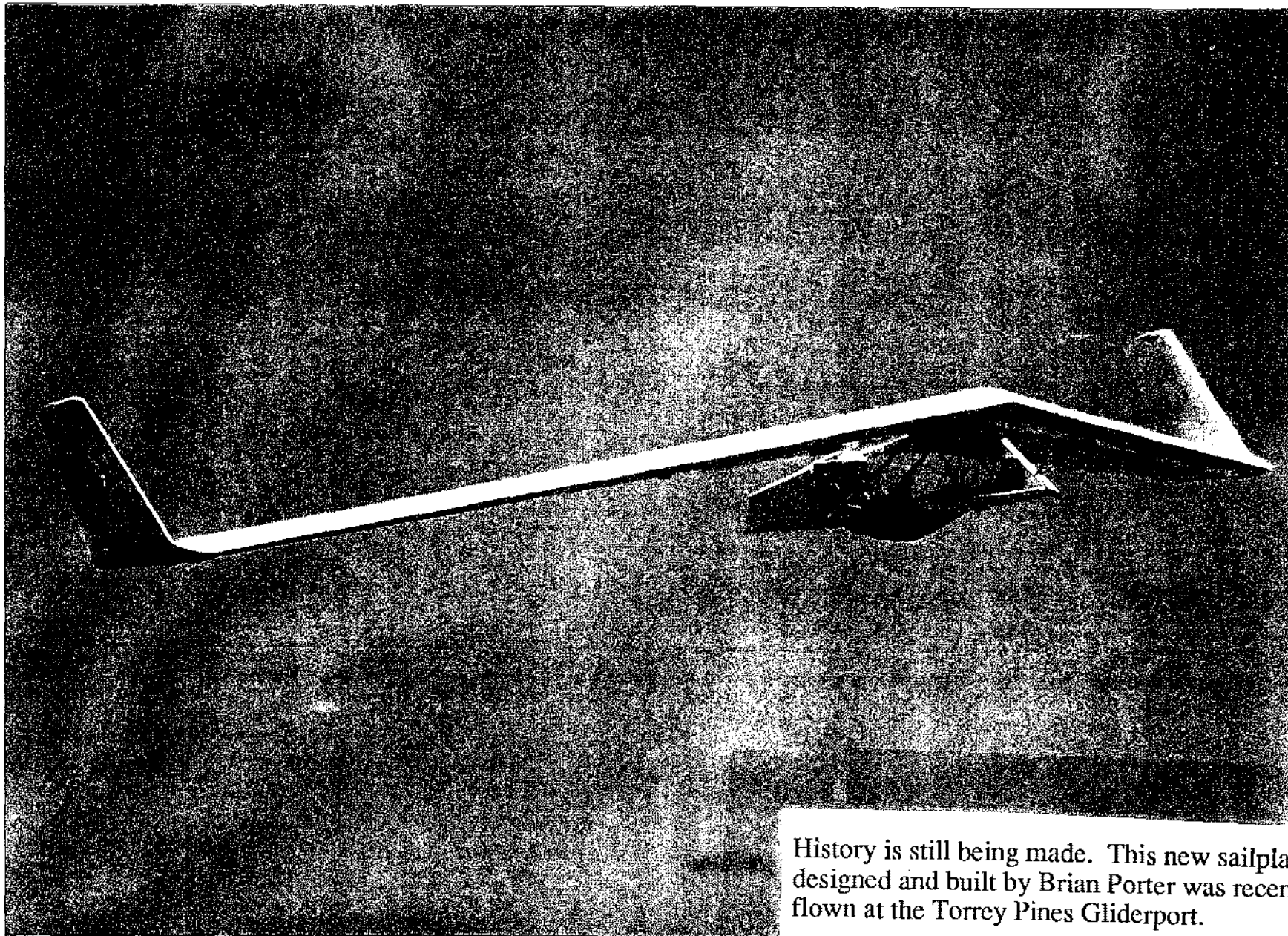


In the 1990s, paragliders began regular flight operations

High performance full-scale sailplanes continue to operate under diverse weather conditions. Here, John Bovee is flying his DG-300.



the **SWIFT** A FOOT-LAUNCHED SAILPLANE



History is still being made. This new sailplane designed and built by Brian Porter was recently flown at the Torrey Pines Gliderport.

Photo by Fred Steinhil

Exhibit C

**The Torrey Pines Gliderport
has been recognized by
the pioneer pilots, by
leading authorities in aviation, and by
the National Soaring Museum ...**

PAUL B. MacCREADY, Ph.D.
CHAIRMAN OF THE BOARD

April 9, 1992

City of San Diego Historical Site Board
c/o Dr. Larry Fogel
1591 Calle de Cinco
La Jolla, California 92037

Dear Sirs:

This letter strongly urges that the Torrey Pines Gliderport be given the recognition of Historical Site.

This gliderport represents a significant and unique element in the culture of California and the growth of our aviation industry.

For me, winning a soaring contest there in the late 1940's was a catalyst that helped trigger many subsequent projects of much greater technological and economic value. This first included winning three national and, in 1956, the international sailplane contest -- and then combining the sailplanes' lessons in efficiency to a series of other vehicles (five now owned by the Smithsonian) that included the human-powered Gossamer Condor and Gossamer Albatross, the solar-powered Solar Challenger, the solar-powered car "GM Sunraycer", and the battery-powered GM Impact. This last vehicle constitutes GM's serious step into mass-produced electric cars, a firm initial step toward a number of revolutionary new car technologies that mean, in a decade or so, we will be economically achieving personal transportation in a manner that places much less demands than now on the earth's environment and resources. This may sound as though I have drifted away from the point of the value of the gliderport. I haven't. This gliderport played an important part in the development of soaring, sailplanes, and the associated persons and culture that have fueled much of Southern California's aerospace industry and, increasingly, the auto industry.

As a Director of the Lindbergh Fund, I have come to appreciate the contributions of Charles A. Lindbergh to the growth of aviation in the 30's, and then in the last three decades of his life, to the fostering of that balance between technology and nature on which a desirable, sustainable world depends. His sailplane flight at Torrey Pines in 1930 is a factor in his development. Hawley Bowlus, the production manager of his Spirit of St. Louis aircraft in San Diego in 1927, is well known for his pioneering role in soaring.

A month ago, at Torrey Pines, I received the "1992 Scientist of the Year" award from the San Diego Chapter of ARCS (Achievement Rewards for College Scientists). It was a delight to revisit the site for an event that coupled education with the pushing of frontiers. I hope that we can preserve the gliderport so that future generations will always be able to sense the connections to early soaring flight and pioneering adventures, and to feel awe at the mingling of technology with nature that makes soaring here at the beautiful edge of the Pacific a way to broaden all our perspectives about life's best parts.

Sincerely yours,

Paul B MacCready

Paul B. MacCready

PBM:gv

0492:86



**Brief Biography of
Paul MacCready
Chairman and Chief Executive Officer
AeroVironment, Inc.**

Dr. Paul MacCready, with an academic background in physics and aeronautics, has become meteorologist, inventor, world champion glider pilot, and explorer of new horizons in conserving energy and the environment and in teaching thinking skills.

He received a B.S. in physics from Yale in 1947, an M.S. in physics from Caltech in 1948, and a Ph.D. in aeronautics from Caltech in 1952.

In 1977, his Gossamer Condor won the £50,000 award offered by British industrialist Henry Kremer for the first sustained, controlled human-powered flight. Two years later, its successor, the Gossamer Albatross, won aviation's largest prize, the £100,000 Kremer Award for a human-powered flight from England to France. Subsequently, he has led teams at AeroVironment Inc. that have created many additional pioneering vehicles. In 1981, his Du Pont-sponsored Solar Challenger carried a pilot 163 miles from Paris to England at 11,000 feet, powered solely by sunbeams. Another of his human-powered airplanes, the Bionic Bat, won two new Kremer speed prizes in 1984. Under the sponsorship of the National Air and Space Museum and Johnson Wax, his team developed a radio-controlled, wing-flapping, flying replica of a giant pterodactyl -- a creature from 70 million years ago with a 36-foot wing span. The replica is the key "actor" in a wide screen IMAX film, On the Wing, which connects biological flight to aircraft. In 1987, his group, working in conjunction with General Motors, built the GM Sunraycer, which won the solar car race across Australia (50 percent faster than the second-place vehicle). Next, the same team developed the GM-Impact, a battery-powered car with remarkable performance. This was introduced to the public in early 1990 and, shortly thereafter, GM announced that the car will be mass produced.

The Gossamer Condor now hangs in the Smithsonian Institution's National Air and Space Museum in Washington, D.C., beside the Wright Brothers' 1903 Flyer and Lindbergh's Spirit of St. Louis. It is one of five vehicles developed by MacCready's teams that have been acquired by the Smithsonian. His activities have been featured internationally in museum exhibits, TV documentaries, books and magazines. He lectures widely for industry and educational institutions, emphasizing creativity.

He is international president of the International Human Powered Vehicle Association. His many awards and honors include memberships in the National Academy of Engineering and the American Academy of Arts and Sciences, numerous honorary degrees, and the following:

The 1982 Lindbergh Award, for his "significant contributions towards creating a better balance between technology and the environment."

The Engineer of the Century Gold Medal, presented in 1980 by the American Society of Mechanical Engineers.

The Collier Trophy, awarded annually for the greatest achievement in aeronautics or astronautics, presented in 1979 for his design and construction of the Gossamer Albatross

Dr. MacCready lives in Pasadena, California, with his wife Judy. He founded AeroVironment Inc., a company providing air quality and hazardous waste services and consulting, development of alternative energy sources, design and manufacturing of products for atmospheric monitoring, and creation of efficient vehicles for land, sea, and air.

AeroVironment, Inc.
222 East Huntington Drive
Monrovia, CA 91016
(818) 357-9983

(Letter from Woody Brown copied for ease of reading)

July 8, 1992

To whom it may concern:

I was born in New York City Jan. 12, 1912. I disliked cities and just wanted to get up in the air. Learned to fly in 1929 at Roosevelt Field on Long Island, NY, where Lindbergh took off for Paris. Flew many different types of airplanes.

In 1935, bought old German glider. Rebuilt it and made endurance record of four hrs. at Big Meadows, Virginia.

Came to La Jolla in 1935 and flew gliders off the beach below Torrey Pines.

Established Torrey Pines Airport in late 1936.

Had mid-air crack up with sailplane Swift at Bakersfield in 1938.

Finished building "Thunder Bird," Baby Albatross and test-hopped it in 1939. Won Arvin Meet in April 1939.

Won Wichita Falls Glider Meet with American altitude 7,600 ft., American distance 263 miles. World Goal Flight Distance June 6 1939 263 miles. Swapped Bowlus "Thunder Bird" for cracked up Zanoia RS1. Wing and nose broken off.

Rebuilt Zanoia RS1 Aug. 6, 1939 and test hop. Sold RS1 to John Robinson Oct. 1939.

Flew Super Albatross for Hawley Bowlus. Won Arvin Meet with Super Albatross against RS1, April 1940.

Flew Screamin' Wiener in the Texas Wichita Falls Glider Meet. Tow line broke, broke nose of glider in bushes, June 1940.

Came to Hawaii Sept. 1940. Started flying again 26 years later in 1966. Made altitude record (local) 22,000 ft. Distance completely around island of Oahu, 150 miles.

Flew on Oahu from 1966 until 1970. Flew in 67 waves. Total glider flying time: 1,469 hrs.

Woodbridge Parker Brown

Woody Brown will testify as to the historic events that took place at
Torrey Pines Gliderport.

JULY 8, 1932

TO ~~WHOEVER~~ IT MAY CONCERN;

I WAS BORN IN NEW YORK CITY JAN 12, 1912. I DISLIKED CITIES AND JUST WANTED TO GET UP IN THE AIR. LEARNED TO FLY IN 1929 AT ROOSEVELT FIELD ON LONG ISLAND N.Y. WHERE LINDBERGH TOOK OFF FOR PARIS. FLEW MANY DIFFERENT TYPES OF AIRPLANES.

IN 1935 BOUGHT OLD GERMAN GLIDER. REBUILT IT AND ^{MADE} ENDURANCE RECORD OF FOUR HRS. AT BIG MEADOWS VIRGINIA.

CAME TO LA JOLLA IN 1935 AND FLEW GLIDERS OFF THE BEACH BELOW TORREY PINES.

ESTABLISHED TORREY PINES AIRPORT IN LATE 1936.

HAD MID AIR CRACK UP WITH SAILPLANE SWIFT AT BAKERSFIELD IN 1938.

FINISHED BUILDING "THUNDER BIRD" BABY ALBATROSS AND TEST HOP IN 1939. WON ARVIN MEET IN APRIL 1939.

WON WICHITA FALLS GLIDER MEET WITH AMERICAN ALTITUDE 7600 FT. AMERICAN DISTANCE 263 MILES. WORLD GOAL FLIGHT DISTANCE JUNE 6 1939 263 MILES. SWAPPED BOWLUS "THUNDER BIRD" FOR CRACKED UP ZANONIA RS1. WING AND NOSE BROKEN OFF.

REBUILT ZANONIA RS1 AUG 6 1939 AND TEST HOP. SOLD RS1 TO JOHN ROBINSON OCT. 1939.

FLEW SUPER ALBATROSS FOR HAULBY BOWLUS. WON ARVIN MEET WITH SUPER ALBATROSS AGAINST RS1. APRIL 1940.

FLEW SCREENIN WERNER IN TEXAS WICHITA FALLS GLIDER MEET. TOW LINE BROKE, BROKE NOSE OF GLIDER IN BUSHES. JUNE 1940.

July 8, 1992

CAME TO HAWAII SEPT 1940. STARTED
FLYING AGAIN 26 YEARS LATER 1966. MADE
ALTITUDE RECORD (LOCAL) 22000 FT. DISTANCE
COMPLETELY AROUND ISLAND, (OAHU) 150 MILES.

WENT ON OAHU FROM 1966 TILL
1970. FLEW IN SIXTY SEVEN WAVES,
TOTAL GLIDER FLYING TIME - 1469 HRS.

Woodbridge Parker Brown.



BIOGRAPHY
A. R. "Bud" Perl.
Sailplane Pilot, Builder, Aerospace Engineer
June 29, 1992

(A condensed Summary)

Born in 1912, and being still alive in 1992, Bud's biography **spans 80% of the 20th century**, a time of **unprecedented technological** progress in the world.

Technological progress in **aviation** is seen in Bud's biography where his contacts with such aviation giants as **Orville Wright, Charles Lindbergh, and Hawley Bowlus**, at the front end of the 20th century, ties together **the dawn of aviation** with present day **super sonic flight**, and **manned/unmanned space exploration**. Bud's early flight activity was in motorless aircraft (gliders and sailplanes). Later, Bud worked as an aerospace engineer on the design of various airplanes and spacecraft.

Two of Bud's motorless flight pilot's licenses are signed by Orville Wright in Orville's own original hand writing. Bud flew gliders and sailplanes in the 1930 to 1936 time period. He flew with Charles Lindbergh when Lindbergh was a student of the Bowlus Glider School in San Diego, California. Bud accompanied Charles Lindbergh and Hawley Bowlus as a member of the flight crew on trips in California to the Tehachapi Mountains and to Monterey California where Lindbergh was attempting to set new soaring records for motorless flight from these vantage points to Mexico.

Bud became interested in flying (piloting) at the age of 17 while still in high school. Bud learned to soar at Point Loma in San Diego, in 1929, flying Bowlus Sailplanes and a sailplane that **he and William Beuby built**. Bud later moved his **soaring activity to Torrey Pines** where he made soaring flights with his peers, Johnny Robinson, Woody Brown, and others in the 1931 - 1936 time frame. **Bud made several soaring flights at Point Loma and at Torrey Pines, among them durations of nearly five (5) hours at Point Loma and over three (3) hours at Torrey Pines.** At Point Loma, Bud soared from the south end of Point Loma north to Sunset Cliffs and back. At Torrey Pines, Bud's soaring flights were from near La Jolla Shores north to near Del Mar and return.

Bud began his aviation career by building flying model airplanes at the age of 14. With his models Bud won several prizes in model airplane contests in San Diego. **In 1928 Bud broke the national record for duration** for outdoor flying models with a flight of three (3) minutes and five (5) seconds. This earned him a flight to Atlantic City to compete in a model contest there.

Bud joined the Bowlus Sailplane Company/School, where he learned to fly, and became an instructor. The school operated on Lindbergh Field in San Diego in the late 1920's and early 1930's.

As an aerospace engineer (1940 to retirement), Bud worked on the design of aircraft at Lockheed and General Dynamics. Also, at General Dynamics Bud made major contributions to the design of space boosters, missiles, and space craft. He worked on the design of the Convair 240, the F-102, the F-106, the Atlas and Centaur, and the original Aerospaceplane. He also did Nuclear Safety analysis on the Convair family of Cruise Missiles as late as 1987 when he retired. Bud did engineering design work on advanced propulsion systems for hypersonic vehicles. While at General Dynamics Bud flew in the Air Force F-106 super-sonic fighter in tests at **1.7 times the speed of sound (Mach 1.7)**.

Bud did original research on the combustion characteristics of hydrogen in the cryogenic state, as a gas, a liquid and a solid for advanced propulsion systems. **Bud became know as the father of solid hydrogen.** Now in retirement, and as the end of the 20th century approaches Bud is working to develop a software program for computer simulation of system operations to improve system designs for aircraft.

Bud married his present wife **Geraldine** in 1937 and they raised **three (3) children**, one of whom became an **F-105 Fighter Pilot** in the Air Force winning the **distinguished flying cross medal of honor** and **ten (10) air medals for flying combat missions**.

Bud lives in Del Mar, California with his wife, **seven (7) grandchildren**.

They often visit their children and their



Bud Age 18 (1930)



Bud Age 80 (1992)

*Bud Pearl
July 5, 1992*

Al Gabbs
3953 Pringle Street
San Diego, CA 92103
(619) 295-9037

August 3, 1992

To Members of the San Diego City Historical Site Board:

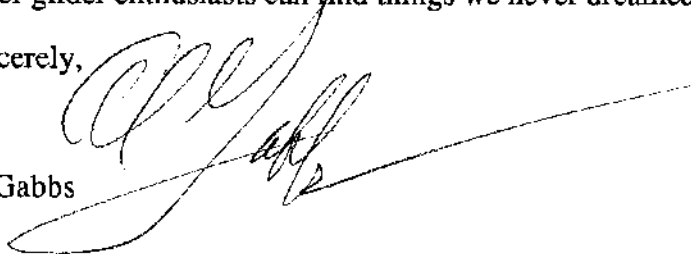
I was born in Juneau, Alaska July 10, 1914 and became a resident of San Diego in 1916. While attending San Diego High School, at the ages of 15 and 16 I volunteered and served as attendant or "mechanic" at the Bowlus Sailplane factory at Lindbergh Field. After school, I would car tow "Tillie the Toiler" (No. 598M) until it reached altitudes of up to 200 feet thereby giving the student an opportunity to learn flight control. In return for this, I was given at least 150 flights in this contraption. Finally, I flew the 60 foot wing span Bowlus Albatross and received No. 86 glider pilot's license singed by Orville Wright.

I have followed the activities of San Diego aviation, particularly sailplane activities in San Diego and witnessed many of the events that took place at Torrey Pines. I have no doubt that Torrey Pines deserves to be recognized as a historic site.

San Diego history is rich with the development of all aviation from Montgomery's gliders, Glen Curtis seaplanes, Bowlus, Lindbergh, on and on. This fine facility at Torrey Pines makes available all phases of gliding technology. Our world's future needs the advances of aircraft technology which can emerge right here at Torrey Pines. These eager glider enthusiasts can find things we never dreamed about in flying.

Sincerely,

Al Gabbs

A handwritten signature in black ink, appearing to read 'Al Gabbs', is written over a long horizontal line that extends across the page.

In Support of Torrey Pines Gliderport as a National Monument

The Torrey Pines Gliderport has played a historic role in the development of the U.S. soaring movement.

This is due to a combination of favorable circumstance: steep cliffs facing prevailing winds, proximity to a major population center, and the presence of enthusiastic aviation pioneers who very early recognized the potential of the Torrey Pines site.

Charles Lindbergh comes to mind as the most famous of the aviators who developed the Torrey Pines site, spending many hours in silent soaring flight along the coastline from Mount Soledad to Del Mar.

Many other prominent pilots have contributed to the rekrown of Torrey Pines, making flights not only along the coastline but to destinations far inland when weather conditions permitted. Among these pilots are former World Soaring Champion Paul B. MacCready Jr. and U.S. National Champions Richard Johnson and John Robinson.

One of the most prominent of the early sailplane designers was San Diegan William Hawley Bowlus, whose graceful aircraft appear in flight along the Torrey Pines cliffs in photographs from the 1930s and 1940s.

Most importantly, in addition to the rekrown which followed the outstanding flights of the competition pilots during the yearly Soaring Championships at Torrey Pines, the site has served as an important training ground for both beginners and experienced pilots.

Currently, the Torrey Pines Gliderport serves as a well-known center for hang gliding, paragliding, and radio controlled model sailplane flying, in addition to its original use as a sailplane operation center. All of these sports make use of sea breeze updrafts along the steep and scenic Torrey Pines cliffs. It is doubtful that any other soaring site has been so prominently featured in text and photographs which appear in sport aviation publications.

On a personal note: I had my first sailplane ride at the Torrey Pines Gliderport just after World War II, beginning a lifelong participation in the sport which has led to flying in World and National Championships, setting World and national records for altitude and speed, the presidency of the Soaring Society of America, and for 14 years the presidency of the World Gliding Commission of the Federation Aeronautique Internationale, the Paris based organization which governs world sport aviation. I am an active and enthusiastic sailplane pilot, with some 3500 hours of air time logged.

It's a great sport, and Torrey Pines Gliderport is a great and historic site, worthy of preservation as a National Monument.



William S. Ivans
807 La Jolla Rancho Rd.,
La Jolla, CA 92037

April 28, 1992

#25 3053 N. San Gabriel Dr.
Rosemead, CA 91770

To Whom It May Concern;

I first became interested in motorless flight in 1931 while I was a student at San Diego High School. My brother and I took short training hops in a two-place primary glider built by Dave Robertson and Henry Severin of San Diego, and I became interested in aviation. We towed the primary glider along the beach below the cliffs at Torrey Pines when the receding tide produced a sandy beach wide enough for safe flight and hard enough to drive a car on. Eventually, we searched for a location on the top of the cliff for a permanent set-up where flying was determined not by the tides, but by the lift of the sea breeze. In 1937, the members of the Associated Glider Clubs of Southern California leased the field at Torrey Pines from the City of San Diego for \$1.00 a year.

In 1934 I built my first sailplane, the "Robin", which I flew regularly at Torrey Pines. Eventually, I constructed three other "Robin" sailplanes using the advancements I had learned by flying at Torrey Pines. In 1938, I used the "Robin #3" to make a number of flights from Clark Dry Lake near Borrego Springs to San Diego or to other southern California locations. In May of 1938, I made an unofficial United States altitude record flight in the "Robin #3" from Clark Dry Lake to Banning, CA. At Torrey Pines, I invented a new launching system called the "single pulley tow take-off" which used a pulley attached to a car to increase launching speeds while using a shorter car tow. At the first three-day glider meet at Torrey Pines on New Year's Day weekend in 1939, I opened the event with an aerobatic flight for the spectators and carried specially canceled envelopes in the "Robin #4" sailplane.

Due to the unique flying conditions at Torrey Pines, some club members became champion quality sailplane pilots. I found that weak thermals would sometimes come in from the ocean and allow us to circle inland over what was then U. S. route 101, then make glides back to the cliff edge. These weak thermals gave me the practice that would later prove to be vital for my United States National Championships.

In the spring of 1939, Woody Brown, myself, and Alan Essery placed 1st, 2nd, and 3rd in the competitions at Arvin, CA. During the 10th National Soaring Championships at Elmira, NY, I qualified for one of the first three American Gold "C" awards in my "Robin #4" (the requirements were a 5 hour flight, a distance flight of 187 miles, and a 3,000 meter climb). In July of 1940, at the 11th National Soaring Championships at Elmira, NY I was awarded my first U.S. National Championship with a flight that established a new American single place distance record of 290 miles with my RS-1 "Zanonia", and the following

year, I was awarded the championship for the second time in a row. Along the way, I invented sensitive variometers that could be used to measure rise or sink rates in sailplanes and used them on flights at Torrey Pines.

During World War II, many of the members of the group at Torrey Pines volunteered as instructors for military glider pilot training. I was the chief pilot of the Army Air Corps glider training program at Twentynine Palms, CA. During the war, no national contests were held for soaring. After the war, I returned to the 13th National Championships at Elmira, NY, to win for the third time in a row with my RS-1 "Zanonia." Due to my consecutive streak, I was awarded the Evans Trophy on a permanent basis. At the 14th Nationals, in 1947 I placed fourth, and during that year I set a American distance record of 325 miles from Wichita Falls, Texas to Barstow, Texas. At the 15th Nationals in 1948, I placed second behind Dr. Paul MacCready. Meanwhile, I would return to fly at the Annual Torrey Pines Meets and in 1949 I had a long flight up the coast to Oceanside along the short cliffs north of the Gliderport. During that same year I set a United States single place altitude gain record with a flight to 24,200 feet and a World record for altitude above sea level of 33,500 feet at Bishop, CA.

In 1950 I had a cross country flight from El Mirage Dry Lake, CA to Overton, Nevada of 221 miles and was awarded the first international Diamond "C" badge in the world. In the early 1950's I was selected as chief pilot of the Sierra Wave Project which was formed to investigate the unique soaring conditions at high altitudes above Bishop, CA. At the 1954 National Championship I was inducted into the Helms Hall of Fame in Los Angeles, the first Hall of Fame for soaring flight.

The Torrey Pines Gliderport was instrumental in my accomplishments as a sailplane pilot. My early years at the cliff taught me the fundamental skills which I used for the National titles and record setting flights. Torrey Pines has produced some of the world's greatest soaring pilots and should be preserved for future generations. The advancements to aviation that were made during my lifetime through testing at Torrey Pines should serve as notice that in the future, new technologies are bound to become apparent with experimentation at this unique and historic site.

Sincerely yours,

John Robinson

July 21, 1992

John Robinson

Date

July 22, 1992

San Diego Historical Site Board

% Dr. Larry Fogel
1591 Calle De Cinco
La Jolla, CA 92037

Gentle Persons,

In regard to preserving the **Torry Pines Glider Port** as a continued use historical site, I certainly want to add my endorsement to that plan. Having flown my sailplane there several times in the later 40's, I consider it to be one of the most important gliding sites in the U.S.A. **One of its unique features is that the prevailing Pacific westerly winds blowing against the magnificent Torry Pines cliffs provide excellent year-around soaring for everyone from sea birds to sailplanes**

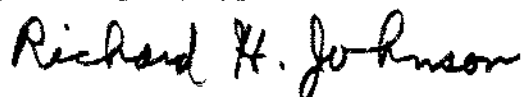
Especially memorable for me was a soaring flight that I made in a war surplus military TG-2 training glider from that site to Tecate, Mexico on 29 Feb 1947. I carried a Mr. Don Roberts as passenger/navigator on that flight because I was fully occupied with my efforts to keep that relatively low performance sailplane airborne in the weak winter thermals that were encountered during that trip. **I understand that was the first International Motorless Flight to be made from the Torry Pines site.**

Since that time I went on to win the US National Soaring Championships 11 times between 1950 and 1985, and to establish the World Gliding Distance record of 535 miles in 1951. I still compete and was lucky enough to place 6th in this year's Nationals in Hobbs, NM. flying my Nimbus 3 sailplane.

Since my 1947 flying at Torry Pines, I completed my aeronautical engineering studies at both Mississippi State and Stanford Universities, and for the last 30 years I have been employed as Director of Missile Airframe Design at Texas Instruments in Dallas.

Yours sincerely,

Richard H. Johnson





CENTER FOR COASTAL STUDIES, 0209
SCRIPPS INSTITUTION OF OCEANOGRAPHY

9500 GILMAN DRIVE
LA JOLLA, CALIFORNIA 92093-0209
PHONE: (619) 534-4333
FAX: (619) 534-0300

July 28, 1992

San Diego City Historical Site Board
c/o Dr. Lawrence Fogel
1591 Calle de Cinco
La Jolla, CA 92037

Dear Board Members,

I am writing to ask that you set aside the Torrey Pines Glider Port as a San Diego Historical Site. Undoubtedly you will hear of many historical flights flown from the Torrey Pines Glider Port, but perhaps some more contemporary history would also be useful to you in your deliberations. I made my first flight from Torrey Pines Glider Port in June 1969 in a Schweizer 2-32. At the time I was a Ph.D. candidate at the Scripps Institution of Oceanography. The proximity of Scripps to the Torrey Pines Glider Port established an important symbiotic relation between the sport of soaring and the science of Coastal Processes.

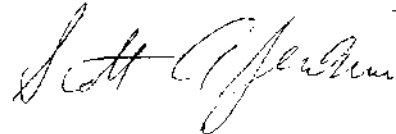
A significant number of aerodynamic and hydrodynamic innovations have followed from the careful study of seabirds, and many of these innovations have been tested at Torrey Pines. A new generation of high lift airfoils derived from the wing of a pelican were first test flown in the Icarus-2 glider at Torrey Pines in June of 1970. The cranked wing which minimizes drag by mimicking the plan form of the tern was first test flown on the WASP W-21 RC model at Torrey Pines in October 1974. Later in 1978 experiments on the articulated wing with active control systems were tested in RC models at Torrey Pines. Some of these tests continue in certain variance to this day.

For me Torrey Pines Glider Port was like a classroom by the sea. My soaring experiences there lead to the development of the Vortex Foil, which is a type of underwater wing that prevents mud deposition and eliminates the need for dredging in harbors. Vortex foils are constructed of buoyant foam and fly near the bottom on tidal currents tethered by a single point mooring. To cover a large area of harbor bottom, many such Vortex Foil are

moored together in a formation like a flock of birds. Turbulent wakes from the Vortex Foils resuspend the muddy sediments allowing the tidal currents to flush them out of the harbor. I was granted a United States patent for this invention and received the Inventor of the Year Award in 1985.

These are a few examples of new concepts in aerodynamics and ocean engineering which derive their origins in the skies over Torrey Pines. These highlight the symbiosis which exists in scientific thought between the Scripps Institution of Oceanography and the Torrey Pines Glider Port. Countless other UCSD students have derived similar inspiration from the Torrey Pines experience and for their sake I hope you will preserve it for future generations of students to enjoy.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Scott A. Jenkins".

Scott A. Jenkins, Ph.D.
Research Engineer



2800 TORREY PINES SCENIC DRIVE LA JOLLA, CALIFORNIA 92037

PHONE (619) 452-3202

TORREY PINES
THE LEGEND CONTINUES

by Bill Bennett
Flight Director
Torrey Flight Park

The LEGEND of Torrey Pines has existed for over 60 years and I trust will endure for another 600 years.

My involvement with Torrey began on the 19th of December 1969 when I arrived in the area with a Delta Wing glider. I was the first hang glider pilot to fly the cliffs at Torrey Pines, the same afternoon I flew in Mission Bay towed by a boat.

My interest in Torrey Pines continued and when I was inducted into the Soaring Hall of Fame on June 20, 1974 with Francis M. Rogallo, Octave Chanute, Emerson Mehlhose, E. F. Knight, J. J. Smiley and Elmer Zook, I joined a very elite group of pilots.

The hangliding movement continued to grow at Torrey Pines and in 1990 the City of San Diego gave permission for Paragliders to operate here after a very safe 6 months trial period.

In January of 1990 I formed the Torrey Pines Paragliding Association with chapter membership #1. I organized the first 2 very successful world Paragliding (Races) events at Torrey Pines with pilots from all over the world participating and declaring this to be a wonderful world class site.

Early in 1992 I formed the Torrey Pines Flyers Club. This Club is open to ALL pilots of powerless craft at Torrey Pines. The benefit is that pilots from all the disciplines can enjoy one common Club. This Club is a chapter of the U.S.H.G.A. and extends the invitation to any advanced rated pilot to come here and fly this wonderful, historic site free of charge.

My hope and belief is that this wonderful historic site of mans efforts for motorless flight will be allowed to remain unencumbered for the use of glider pilots of all disciplines for generations to come. I do not believe the Park should remain "UNTOUCHED" but infact should be developed to a degree where it will have a paved runway, landscaped gardens and lawn, etc., with a major attempt at erosion control. A Flight Park which our children and their children will be proud to use, be associated with and where they can soar with the spirits of generations of pilots. The Legend of Torrey Pines should and will continue. This is my wish.


Bill Bennett

CLIFF ROBERTSON

P.O. Box 940
Water Mill, New York 11976
July 20, 1992

San Diego Historical
Site Board

To whom it may concern,

In America, we have witnessed a new sensibility. A sensitivity to the land around us. Millions of Americans have begun to realize the need to protect the land that this new nation once called "Frontier." That land is now endangered. Not by foreign armies or natural disaster. But by encroachment. Encroachment fueled by innocent-sounding forces: "Developers" sometimes clothed as "Concerned Citizens" buy large land tracts, "giving" a small portion to towns in exchange for permits to festoon the land with overcrowded, over-priced "condos." Row after row of ticky-tack houses with little sense of space or architectural heritage. Many of these "exchanges" are a form of buy-offs. Real estate extortion. The "Developers" drape their booty and drive off in their limosines in search of more prey. More land. More "Deals." These land-grabs assume innocent misleading names, as deceptive as their dealers -- "Cambridge Estates," "Manchester Manors," "Verdant Valley." They are legion across the nation. Visual blights of greed. Nor is this aggrandizement confined to developers. More and more we see vested interests "wanting theirs." Hospitals and schools, universities and public buildings -- normally respected bodies and institutions succumb to the temptations to "get theirs."

CLIFF ROBERTSON

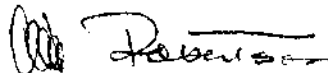
Page 2

The victims, of course, are the people. The very ones that these "respected bodies" aim to serve. Alas, their aim oftentimes exceeds their grasp. Oftentimes they don't really need the extra land. The "precious parcel" oftentimes could serve the people in a more viable, a more meaningful way. A lasting way. Some parcels of land in America are priceless: those that are of historic significance. Fortunately many have been recognized and protected. Unfortunately some are forgotten or overlooked.

Before it's too late, it is imperative that all Americans treasure land of historic significance. For our history. For the generations to follow. This takes pride, sensitivity and determination. Not only by the public, but by our Federal, State and local officials. May they not be influenced by selfish interests.

As a native LaJollan, I join thousands of other Southern Californians and Americans everywhere in imploring the City of San Diego Historical Site Board to preserve the unique heritage of that small but priceless site -- the Torrey Pines Glider Port, already recognized by the National Soaring Museum and the Soaring Society as a national landmark. It must be preserved. A small piece of land, representing a monumental part of San Diego's aviation heritage. Surely we must protect and preserve this piece of history.

Sincerely,



Cliff Robertson

CR/ahs

cc: Larry Sanderson /SSA Dr. Martin Harwit
Tom Poberezny /EAA National Air & Space Museum
Michael Jackson/NAHF
Barron Hilton /Hilton Hotels

HILTON HOTELS CORPORATION

Office of the
Chairman of the Board and President

August 3, 1992

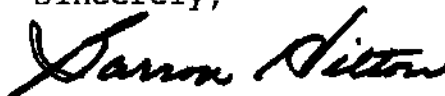
City of San Diego
Historical Site Board
San Diego, CA

Dear Board Members:

I take pleasure in joining others in urging you to designate Torrey Pines Gliderport as a historical site.

To those of us who have enjoyed the marvelous sport of soaring, Torrey Pines is hallowed ground. Much aviation history has been written at Torrey Pines. I hope you agree that it should be protected from development and its heritage preserved.

Sincerely,



BARRON HILTON
Chairman and President

BH:jj

cc: Cliff Robertson

NSM NATIONAL SOARING MUSEUM

R.D. #3, Harris Hill, Elmira, New York 14903-9988 Phone: 507-744-3125
Affiliated with the Soaring Society of America

Mr. Gary Fogel
1591 Calle de Cinco
La Jolla, CA 92037

March 10, 1992

Dear Mr. Fogel,

It is my pleasure to inform you that on March 6th the NSM Board of Trustees approved your application for a National Landmark at Torrey Pines.

Congratulations! You were complemented on the appearance and content of your application, which undoubtedly helped in obtaining a speedy approval despite the fact that we did not have time to include it in the Trustees information packet.

Missing from your application was the inclusion of the required area SSA Director on your Implementation Committee. I took the liberty of approaching Chris Hardenbrook who was at the convention and asked him to serve on your committee. He agreed and endorsed your efforts. Chris has a copy of your application. Please include him in subsequent activities relating to the landmark. His address:
15811 Leadwell Street, Van Nuys, CA 91406.

The date for the actual ceremony, as well as the manufacture of the plaque should be co-ordinated with Charles Smith, Director of the National Soaring Museum, to assure that there are no conflicts, as the museum should be represented at the dedication.

Sincerely,



Jan Scott, Chmn.
National Landmark Committee.

3-5-92

cc. Vic Saudok
Jeff Byard

I am happy with this presentation and have no problem adding my name to the effort for National Landmark status to Torrey Pines
Chris G. Hardenbrook



San Diego
Aerospace Museum

2001 PAN AMERICAN PLAZA, BALBOA PARK, SAN DIEGO, CA 92101
(619) 234-8291 FAX: (619) 233-4526

April 16, 1992

Lawrence J. Fogel, Ph.D.
1591 Calle de Cinco
La Jolla, CA 92037

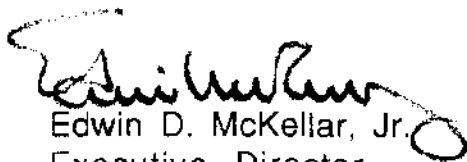
Dear Dr. Fogel,

This is in response of your kind letter of invitation to be with you at the dedication ceremony marking the Torrey Pines Gliderport a National Landmark. Regrettably, I will be out of the city on Saturday June 6, but I would like to offer the following comments that could be read at the ceremony if you think them appropriate:

On the occasion of this dedication ceremony, I would like to join with those in attendance in recognizing the Torrey Pines Gliderport as a National Landmark. The City of San Diego and the surrounding area has been on the leading edge of air and space developments since our earliest attempts to reach for the sky. Soaring was, and still is, an important part of America's aerospace adventure, and it is most fitting that this historic soaring site be dedicated as a National Landmark. I commend those among you, whose diligence and perseverance made this recognition possible. Well done.

Again, I am sorry that I cannot be with you on June 6.

Most sincerely,


Edwin D. McKellar, Jr.
Executive Director

UNITED STATES POST OFFICE

San Diego Ca 92199-9996

DATE: May 18, 1992

OUR REF: WED10:GV:GVega:kw:9996

SUBJECT: Special Pictorial Cancellation

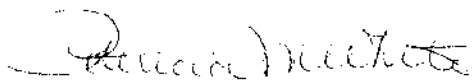
TO:

LAWRENCE J FOGEL PH D
1591 CALLE DE CINCO
LA JOLLA CA 92037-7113

Your request to establish a special pictorial cancellation commemorating the Torrey Pines Gliderport has been approved. The authorized special cancellation date is June 6, 1992.

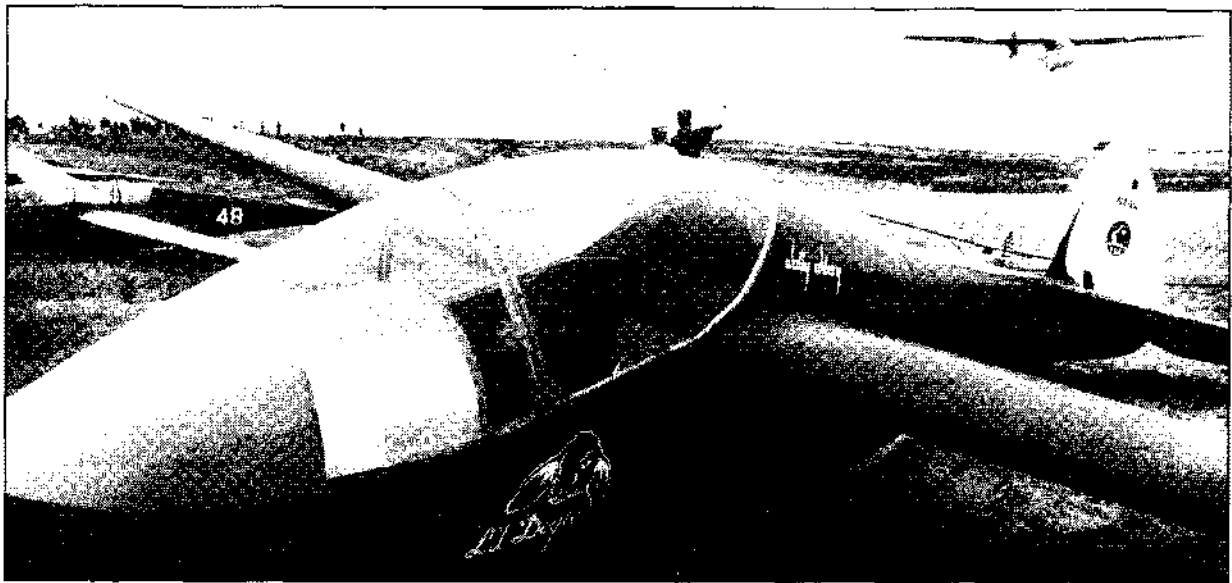
Our objective in establishing a special pictorial cancellation is two-fold. It is to enhance your event in a special or unique way; and benefit our image by serving the community. A well planned and carefully executed event will meet both objectives.

If you need assistance with sales ideas or community and media relations for this event or have any questions, please contact the Advertising and Promotion office at (619) 221-3316.



for GERALD VEGA
Director, Marketing & Communications
San Diego Division
San Diego, CA 92199-9996

cc: Paul Murray - A&P



Union-Tribune / GERALD McCLARD

Soaring: A mail-carrying sailplane flies by historic gliders at Torrey Pines.

Torrey Pines takes flight as historic site

By ED JAHN
Staff Writer

Some folks look across the sandy, wind-swept bluffs at Torrey Pines and think Kitty Hawk West.

Perhaps Torrey Pines doesn't reverberate as strongly in the public imagination as the North Carolina seashore where the Wright brothers lofted the course of aviation with the first sustained

flight in 1903.

But to people like Paul MacCready and Woody Brown, Torrey Pines is as significant to the 21st century as Kitty Hawk was to the present one.

It was at Torrey Pines, according to MacCready, a legend in motorless flight, that the idea of "doing more with less" took root and technology began trying to get along with nature.

In the 1930s, guys like Brown were strapping themselves into sailplanes on the cliffs and getting flung into the air with giant slingshots to prove that the mechanics and efficiency of flight can go beyond the assistance of an internal combustion engine.

MacCready, the originator of

See Torrey on Page B-5

Torrey

Glider port gave rise to new technologies

Continued from B-1

the human-powered Gossamer Condor and Gossamer Albatross and solar-powered Solar Challenger aircraft, spoke yesterday during a ceremony designating the Torrey Pines Gliderport as a national landmark by the National Soaring Museum of the Soaring Society of America.

Hang gliders, paragliders and radio-controlled model sailplanes now operate on the cliffs where the large sailplanes once took off using rubber cables pulled by automobiles.

Yesterday, a sailplane landed at Torrey Pines carrying a sack of commemorative mail with a special cancellation marking the event. Local fliers also displayed vintage sailplanes that once flew the cliffs, including a couple that

MacCready used to set distance records.

MacCready said his recent historic accomplishments were spurred by the energy crisis of the 1970s when oil reached \$50 a barrel. He has since proved that flight is possible without a gasoline engine.

"The operation was a success," he said of his experiments. "The patient, a country addicted to oil in the Mideast, has not regained consciousness."

The lift created by the winds hitting the cliffs at Torrey Pines sustained Charles Lindbergh during a sailplane flight from Mount Soledad to the beach at Del Mar in 1930. In the 1940s, MacCready began setting distance records in sailplanes with techniques gained from his own experiences at Torrey Pines.

"Torrey Pines is much more important than people realize because it has been a continuing catalyst for thinking," MacCready said. The property is now owned

See Torrey on Page B-6

THE SAN DIEGO UNION-TRIBUNE

Sunday, June 7, 1992

"Torrey Pines is much more important than people realize because it has been a continuing catalyst for thinking."

PAUL MACCREADY
legend in motorless flight

Torrey

Soaring dreams led to motorless flight

Continued from B-5

by UCSD, and there is a possibility that in the future it could be developed by the university.

The Soaring Society is attempting to get federal historic status for the site in order to protect it for future generations, according to Larry Fogel, secretary of the organization.

The group unveiled a plaque that will be placed at the site today at 10 a.m. honoring "the spirit, ingenuity and enthusiasm of the pioneers who flew gliders in the 1930s at Torrey Pines."

There wasn't much more than scrub brush on the site in the early 1930s when Brown started using Torrey Pines.

At least it was better than trying to take off from the beach, where high tides could ruin take-offs and landings, he said.

He used to clear a patch of runway by dragging a railroad tie behind his car. With his wife driving

the car pulling the rubber cable, Brown became the first person to launch off the cliffs just south of the present glider port. He was flying a German-made glider he purchased in Cape Cod and brought across the county.

"If anything happened to the shock cord, you'd go right over the cliff and down. But I was pretty good at keeping an eye on the wind-speed indicator," Brown said.

Brown, now 80, said his scariest moment came when his wife couldn't get traction as she drove through a muddy patch of ground and he couldn't get enough speed to take off.

"I had to dig one wing into the ground to stop, and I came around with the tail end flapping up and down over the end of the cliff," he recalled. Although he still surfs, Brown said he doesn't hang-glide "because the performance on a hang glider is so crude after flying a sailplane."

But Brown doesn't fly sailplanes anymore, either.

"My wife and I had a lot of fun in those days. It was exciting. She died (during) childbirth, though, and I cracked up over that and I never flew again."

Class was won by Jason Gregg in an ASW-24. Sam Zimmerman was second in his LS-7 and John Byrd was third in a Discus.

Tuesday, Day 2, began looking very much like day 1. A task of 95 miles (Lancaster, Jaars Townsend, Bermuda High Glider Field and home) was called. However, rain showers and thunderstorms developed by mid-afternoon and no one completed the task. The turnpoints were close to Lancaster so many pilots made it back to the airport after the first one or two turnpoints. John Byrd flew the farthest for the day and christened the new Bermuda High Glider Field. Unfortunately, an outside pay phone has not yet been installed. John did the next obvious thing and opened the door to the soon to be bunk room area of the clubhouse, thereby, setting off the burglar alarm as the door had not been locked but the alarm was in the on position. The deer, birds and squirrels for miles knew John had landed. This left only one thing for an electrical engineer type glider pilot to do. He climbed into the attic and disconnected the wires to the loud speaker on the alarm. And you thought glider pilots after landing out just sat around waiting for their crews. Sam Zimmerman and Joe Emons were the only other pilots in the Standard Class to fly 50 miles. However, that was just enough for the Standard Class to have a day. The 15-Meter did not have a contest day.

Wednesday, Day 3, was the best soaring day of the contest and a 220 mile task was called (Lancaster, Anson Co., Lee Co., Lockhart, and home). Bill Watson in an LS-6 showed everyone the way with a speed of 69.5 mph. Greg Crook was second in the 15-Meter followed by Dave Michaud. In the Standard Class John Byrd again was first with Don Wasness in an LS-4 second and Chip Bearden in an ASW-24 third.

Thursday, Day 4, we gridded, we sent the sniffer up, it started to rain, we called the day, the sun came out, the late afternoon looked great, we had no contest day. One of those on-again, off-again weather days!

Friday, Day 5, the weather looked good and a task of 196 miles was declared (Lancaster, Anson Co., Hartsville, Chester, Jaars Townsend, and home). This turned out to be an overcall as the day just died and no one completed the task. In the 15-Meter Alfonso Jurado flew 184 miles followed by Dave Michaud and Dave Nacler both with 158 miles. In the Standard Class once again John Byrd was first flying 184 miles with Don Wasness second and Clem Bowman in his ASW-24 third. That night we had a great dinner at the Wagon Wheel, a local restaurant in Lancaster. Dinner was followed by a slide show of pictures

taken during the contest. It was unanimous that the winning picture was of "Braxton, the wonder dog," the new Bermuda High boxer puppy. John Murray placed second in the cute picture contest. (John, this was the only way I could get your name in this article as you really did not distinguish yourself at all in the actual flying portion of the contest.)

Saturday, Day 6, was fairly windy and it was decided to do a 137 mile twice around course from Lancaster to Chester to Jaars Townsend to Kirk Air Base back to Lancaster. It should be noted that with Lancaster as a turnpoint as well as the start/finish this was the best day for the spectators as they got to see some good saves in addition to the usual starts and finishes. In the 15-Meter Dave Nacler in an LS-6 won the day with a speed of 54.3 mph. Greg Crook was second and Bill Watson was third. Greg's second place finish was not quite good enough to beat out Alfonso Jurado who won the 15-Meter contest with Greg second and Bill Watson third overall. Bill's third place finish made him the undisputed winner (by seven points) of the Watson/Michaud rivalry. The Standard Class winner for the day and for the contest was none other than John Byrd. Joe Emons was second for the day and Don Wasness was third. The overall standings showed Clem Bowman second and Sam Zimmerman third.

The Sports Class was dominated this year as it was last year by Ed Kilbourne who won 4 of the 5 contest days. Wayne Cree finished the contest in second place. This in many ways was the year of the "big change" for both Bermuda High Soaring and for the Region V North Soaring Championships. Both Bermuda High and the soaring contest moved to Lancaster County. However, the people who make up the support team of Bermuda High Soaring and of the contest remain the same. Charlie Spratt as CD and keeper of the gate did his usual superb job. Jayne Reid ran a tight ship as Operations Manager and along with tow pilots Ledell Steele, Jim Brown, Jeff Cloud, Rob McKinley and John Styers did a great job of getting the planes in the air. The line crew was headed up by Dan Howachyn. Weather was handled expertly by Harry Serun while scoring was done almost before the wheels stopped rolling by Hatch Hatchell. Tom Elmore did his usual job at the retrieve phones and Karen Aiken helped Tom and ran the photo board. All in all a great job done by many people to bring off a good contest and to start a new tradition for both the Region V Soaring Championships and for Bermuda High Soaring School. You all come see us at our new site. Next year will mark the Silver Anniversary (25th) of the Region V Contest. Don't miss it.

REGION V FINAL RESULTS

15-METER

1. A. Jurado	ASW-20	3045
2. C. Crook	LS-6b	2966
3. B. Watson	LS-6b	2959
4. D. Michaud	LS-6b	2952
5. G. Schemmer	P:K-20d	2705

STANDARD

1. J. Byrd	Discus	3499
2. C. Bowman	ASW-24	3223
3. S. Zimmerman	LS-7	3221
4. J. Emons	Discus	3210
5. J. Gregg	ASW-24e	3183

SPORT

1. E. Kilbourne	LS-7	4006
2. W. Cree	DC-300	2512
3. C. Dewald	DC-300	934
4. E. Mann	Astir CS	724

—Frank Reid

TORREY PINES GLIDERPORT IS NOW A NATIONAL LANDMARK

At the request of the Torrey Pines Soaring Council, an advisory board to the City of San Diego, the National Soaring Museum dedicated Torrey Pines as the 5th National Landmark on June 6, 1992. The site was dedicated "to honor the spirit, ingenuity, and enthusiasm of the pioneers who flew gliders in the 1930's at Torrey Pines, and to the future pilots who will share this gliderport through all forms of motorless flight."

An impressive number of elderly distinguished guests were present for the ceremony. First the pioneers. Woodbridge Brown, now 80, came from Hawaii to attend. Woody bought one of the first Bowlus glider kits for \$300, he built at the Bowlus factory. In 1936 he was the first man to take off and land on the top of the cliffs at Torrey Pines. It was fun to meet him and have my photograph taken with him. Until the winter soaring season begins that photograph will stand as evidence of the first and last pilots to fly gliders at Torrey Pines. John Robinson was an early aerobatic glider pilot and three times National Champion. Bud Perl celebrated his 80th birthday at the dedication ceremony. He assisted Hawley Bowlus in the manufacture of sailplanes that were built in the area that is now Lindbergh Field, San Diego's primary airport. He also helped train Anne and Charles Lindbergh to fly gliders. Ruth Bowlus, widow of Hawley Bowlus, was present. She said it was great to meet all the old gang again.

Paul MacCready attended and spoke at the dedication ceremony. His message while related to soaring spoke of the need to live within the bounds of our environment. It is a subject that should concern us



Special recognition award to "Woody" Brown. Presented by Doug and Bob Fronius. Left to right: Bob, Doug and Woody.



The crowd at Torrey Pines, June 6, 1992

all. I hope that Paul will submit an article to *Soaring* on this subject in the near future. Micheal Koerner, SSA Western Regional Director attended. He set up his Ventus sailplane, it was quite a contrast to the antique gliders that were set up on the field.

I was privileged to fly in a cache of specially cancelled glider mail for the event. George Edwards, president of the National Soaring Museum, rode along, while balancing the sack of mail on his lap in the none too roomy back seat of our club 2-33. The flight was made by aero tow from Gillespie Field under a 2500 foot cloud ceiling. The flight was longer than expected as we had to circle for quite a while behind the tow plane. Conditions were less than ideal with low clouds and turbulence off the hills north of Gillespie field. It was not in the plan, but, at the last minute a Bell 47 helicopter was suddenly available for taking pictures of the aero tow to Torrey Pines.

Rolf Schulze piloted his low wing Cherokee with our near maximum weight 2-33 bringing up the rear. Rolf later explained that his plane was not really designed for towing at the slower speed needed for a 2-33. So, while I was calling him on the radio to slow down he was watching his stall warning light flicker on and off. The helicopter crew spent most of



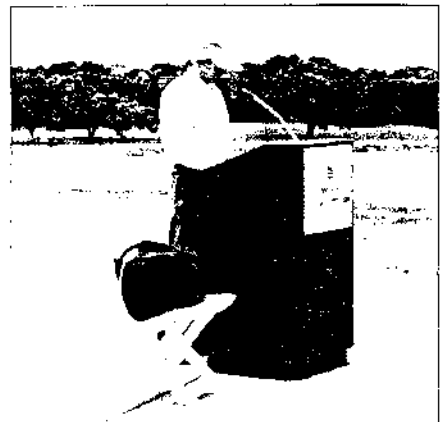
Vintage gliders on field at Torrey Pines, June 6, 1992

their time trying to catch up with us. Meanwhile, George and I tried to stay more or less behind the tug. Thermalling I enjoy, endlessly circling behind a tow plane in rough air I do not. The last minute change of plans brought a few interesting remarks from George, especially on those occasions when he observed the tow line attempting to come abreast of the back seat.

Fortunately we stayed on tow and arrived over the gliderport more or less on schedule for our noon landing. During the dedication remarks by Paul MacCready the helicopter took off. After it flew away, Paul made a point of reminding the crowd of the pleasant silence of motorless flight. The applause indicated that everyone present agreed with



A special guest, Margot Abbey, 98 years old. Her log book was signed by Orville Wright. She flew into Orly field, Paris, France the same day Charles Lindbergh did after his transatlantic flight. She thought the crowds were for her.



Paul MacCready speaking to crowd.

him.

The Associated Glider Clubs of Southern California have been the primary user of Torrey Pines from the early 1930's. Soaring has continued at this site for over sixty years. In the late 1960's remote control model sailplanes started operating at Torrey Pines. In the mid 1970's hang gliders joined them.

There is a real concern about how much longer full scale gliders will be able to soar along the cliffs of Torrey Pines. I am as aware of this problem as anyone, since I obtained the permission, license agreement, and temporary airport permit needed to soar at Torrey for last winter's season and for the dedication mail flight. A portion of the cliff edge is owned by the City of San Diego, runway 28 by the University of California. The California Department of Transportation, Division of Aeronautics issues the actual airport per-

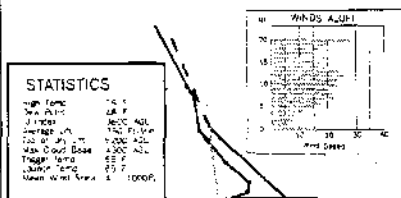
mit. All the agencies were very co-operative in bringing off the winter flight season and the special one day dedication ceremony successfully. It is worth noting that there is a UCSD Soaring Club and that they fly with AGCSC during the winter soaring season.

It takes about three months of letter writing, meetings, and phone calls to get a glider off the runway at Torrey Pines. But, you know what, it is worth it. Torrey Pines is a wonderful place to soar, it is a great place to show the public the excitement, grace, and beauty of soaring. In the future, I hope that many more members of the SSA will have a chance to experience an exhilarating winch launch, soar-

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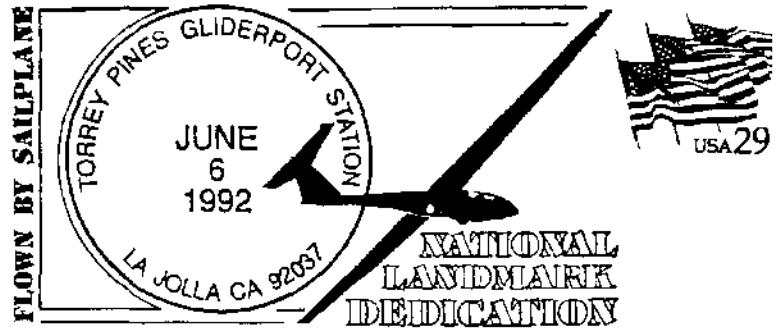


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Illustrated above is a postmark from a glider flight that contained special cancelled mail. Pilot was Ed Slater of the Associated Glider Clubs of Southern California flying a Schweizer 2-33. A display of vintage gliders was arranged through J. Raul Blacksten and Jeff Byard of the Vintage Sailplane Association.

ing along the cliffs, and zooming in for a downwind landing at Torrey. We all need to be aware that this site might be lost to development. This does not have to happen. I am sure that the City of San Diego and the University of California will work with the SSA, AGCSC, and the local Torrey Pines Soaring Council to protect this unique, historic, soaring site for future generations to enjoy.

There are a lot of people to thank for the national landmark dedication ceremony and reception. Larry Fogel, his wife Eva, and son Gary did most of the organizing. This event would not have taken place without their contributions. The U.S. Post Office set up a Torrey Pines Gliderport station for the day and designed a special cancellation for all the flown in glider mail. One of these special cancelled enve-

lopes was sent to President Bush as a souvenir of the event. President Roosevelt was the last President to receive one of these special envelopes on January 1, 1939 when Torrey Pines was first dedicated as a gliderport. Don Marbrey, the La Jolla Postmaster, has been invited to take a ride in one of our club ships, let's hope he does. The Torrey Pines Soaring Council provided its support and acted as the central forum during the organization of this event. Nancy Kossan and Ginger Trushke, of the University of California San Diego, Real Estate Development Office issued the Special License Agreement that allowed the use of UCSD lands. I worked with John Hudkins, City of San Diego Parks and Recreation Coastal Division and the Soaring Council to ensure that the permitting process moved steadily forward. Carl Smith, Cal Trans, Aeronautics Division signed off the airport permit.

Many members of the Associated Glider Clubs of Southern California went up early to tow, assemble, launch, control the runway and disassemble the club 2-33. Thanks guys! I owe you one. The vintage sailplanes were provided by the Vintage Sailplane Association's Jeff Byard, Raul Blacksten, Harry Irvine and Wayne Spani, as well as Bob and Doug Fronius.

Thanks too, to Richard Benbough for his records of flight at Torrey Pines and to all the other honored guests, especially to Dr. Paul MacCready for taking the time to contribute to the day's success. Thanks especially to Woodbridge (Woody) Brown, John Robinson and Bud Perl for attending the dedication. These men were among the very first to fly gliders at Torrey Pines.

—Edward Slater, Vice-President,
Associated Glider Clubs
of Southern California

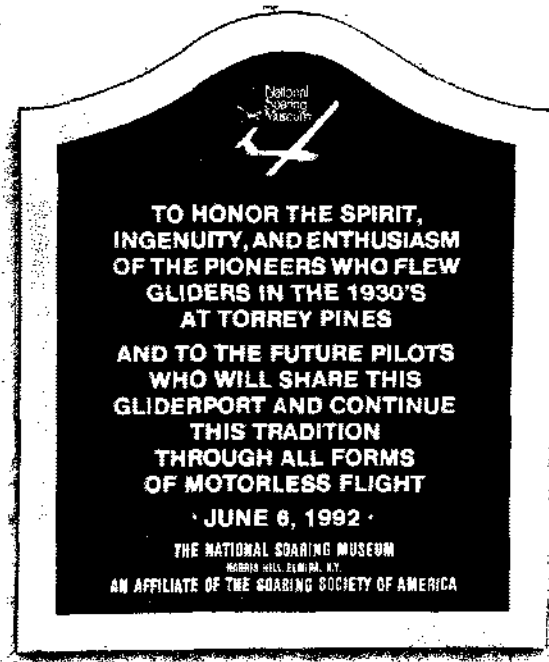
SOAR SUGARBUSH



For 25 years, we've been
New England's Premiere Soaring Site
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September 12th through September 27th
Our Special CLUB Wave Camp is
October 12th through November 7th

SUGARBUSH SOARING ASSOCIATION, INC.
P.O. Box 123 • Warren, Vermont 05674

Woody Brown (L) and Don Scharf (R) at the new monument. Don and Brad Hall (not pictured) installed the plaque on June 7, 1992.



Additional documentation includes:

Numerous articles covering soaring events at Torrey Pines from 1939 to present

A 1941 color motion picture showing Hawley Bowlus flying his Baby Bowlus at Torrey Pines

The motion picture, "Jonathan Livingston Seagull"

A detailed chronology of soaring activities at and near Torrey Pines Gliderport (1883-1992) prepared by Gary B. Fogel

Pioneer soaring flights in the San Diego area (1929-1936)

A book by A. R. "Bud" Perl, March 1st, 1992, and

A video of the landmark dedication ceremony

Exhibit D

The Torrey Pines Gliderport promises to benefit our city, state, and the nation through many future flights that contribute to the advancement of aviation ...

The City of San Diego *Proclamation*

Presented By
The Office Of
The Mayor

WHEREAS, the Torrey Pines Gliderport has contributed greatly to the history of motorless flight; and

WHEREAS, on February 24, 1930, Charles A. Lindbergh flew in the lift at Torrey Pines on a flight from Mt. Solidad in La Jolla to Del Mar; and

WHEREAS, in the 1930's there were flights by Hawley Bowlus, Bud Perl, Richard Benbough, Woody Brown and John Robinson whose activities are well documented through years of soaring; and

WHEREAS, many well respected pilots including Bill Ivans and Paul MacCready developed their skills at Torrey Pines; and

WHEREAS, in the late 1960's the Torrey Pines Gulls Radio Controlled Soaring Society began operations chartered by the Academy of Model Aeronautics; and

WHEREAS, in the mid 1970's the Torrey Pines Hang Gliding Association began operations chartered by the U.S. Hang Gliding Association; and

WHEREAS, the Torrey Pines Soaring Council was established in the mid-1980s to regulate and ensure flight safety; and

WHEREAS, the Torrey Pines Paragliding Association and the Torrey Pines Scale Soaring Society began operations; and

WHEREAS, the National Soaring Museum, Soaring Society of America recently recognized Torrey Pines Gliderport as a National Landmark; and

WHEREAS, the University of California at San Diego Soaring Society join in the dedication ceremonials at which many of the carly pioneers are expected to be present;

NOW, THEREFORE, I MAUREEN O'CONNOR, the Thirty-first Mayor of the City of San Diego, do hereby proclaim June 6, 1992 to be "TORREY PINES GLIDERPORT DAY" in San Diego.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND, THIS DAY,
AND HAVE CAUSED THE SEAL TO BE AFFIXED HERETO:



Maureen O'Connor
MAUREEN O'CONNOR
MAYOR
June 3, 1992
DATE



City Council of San Diego
Special Commendation
presented to

TORREY PINES GLIDERPORT

WHEREAS, the Torrey Pines Gliderport has served as a unique soaring site for over 60 years; and

WHEREAS, the beauty of such flight remains inspiring, but with recent developments near the Gliderport, the long term future of all soaring activities is in considerable jeopardy; and

WHEREAS, the National Soaring Museum's Landmark Program can help to preserve soaring at this unique and historic site; NOW, THEREFORE

BE IT PROCLAIMED, that I, Abbe Wolfsheimer, Councilmember for the First District of the City of San Diego, do hereby commend the Torrey Pines Gliderport, San Diego, California, for its role in furthering the history of soaring.

Abbe Wolfsheimer
Abbe Wolfsheimer
Councilmember
District 1

June 4, 1992
Date

RESOLUTION

IN HONOR OF
TORREY PINES GLIDERPORT
June 6, 1992

WHEREAS, during the 1920's and 1930's, the pioneers of motorless flight struggled to develop and test new and innovative designs of gliders; and

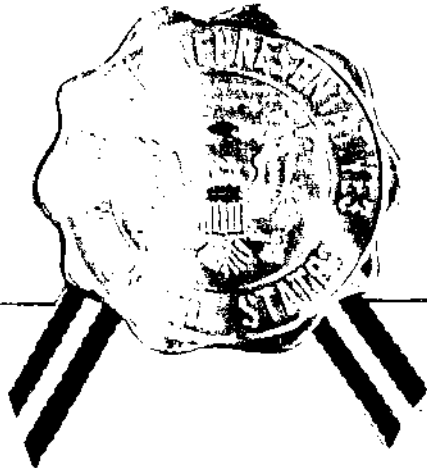
WHEREAS, throughout the twentieth century, numerous leaders and legends of aviation and glider history utilized the Torrey Pines area, including Charles Lindbergh, Hawley Bowlus, Bud Pearl, Richard Benbough, Woody Brown, John Robinson, Bill Ivans, Paul MacCredy and Richard Johnson; and

WHEREAS, the Torrey Pines Gliderport is under authority of the City of San Diego Parks & Recreation Department, with the advisory direction of the Torrey Pines Soaring Council and shared with the Torrey Pines Scale Soaring Society; and

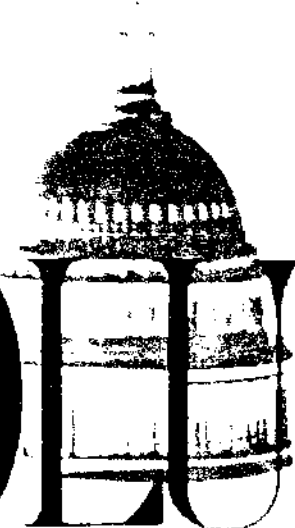
WHEREAS, the Torrey Pines Gliderport has today been designated as a National Landmark by the National Soaring Museum of the Soaring Society of America; now therefore be it

RESOLVED, that in honor of the spirit, ingenuity and enthusiasm of the pioneers who flew at Torrey Pines and the future pilots who will share this gliderport and continue this tradition of motorless flight, Saturday, June 6, 1992 is hereby declared "TORREY PINES GLIDERPORT DAY" in the cities and communities of California's 44th Congressional District.

IN WITNESS THEREOF, I HAVE HEREUNTO SET MY HAND THIS DAY, AND HAVE CAUSED THE GREAT SEAL OF THE UNITED STATES HOUSE OF REPRESENTATIVES TO BE AFFIXED HERETO:



Randy Duke Cunningham
RANDY "DUKE" CUNNINGHAM
Member of Congress



RESOLUTION

WHEREAS, this day marks the dedication of a San Diego landmark which has served as a launching point for countless innovations in motorless flight, and has endured as the home for the pioneering and development of aviation as we know it today; and,

WHEREAS, San Diegans and flight enthusiasts from throughout the world have come to the Torrey Pines Gliderport to enjoy the many activities made possible by the warm westerly winds of the Pacific, from homemade gliders towed off Black's Beach in the late 1920's, to today's high-tech hang gliders, paragliders and radio controlled model gliders; and,

WHEREAS, while it was the likes of Charles Lindbergh, Woody Brown, and John Robinson whose accomplishments made history at this famous site, this day would not be possible without the many people who have worked so hard through the years to maintain the grounds, ensure safety, and promote the events that made each daring feat so spectacular,

NOW THEREFORE, I, BILL LOWERY, Member of the United States House of Representatives and Representative of the People of the Forty-First Congressional District of the Great State of California, do hereby resolve that Saturday, June 6th, 1992 shall officially recognize the historical significance the Torrey Pines Gliderport as a landmark in the Forty-First Congressional District.

IN WITNESS WHEREOF, I have hereunto set my hand this the Sixth day of June, in the Year of Our Lord Nineteen Hundred and Ninety Two, and the Independence of the United States of America, the Two Hundred Sixteenth.



Bill Lowery
MEMBER OF CONGRESS



ACADEMY OF MODEL AERONAUTICS

1810 Samuel Morse Drive Reston, Virginia 22090 (703) 435-0750 FAX 703-435-0798

July 10, 1992

TO WHOM IT MAY CONCERN:

The Academy, founded in 1936, represents hundreds of thousands of aeromodelers in all sections of the United States. These aviation enthusiasts come from all socio-economic levels and from all backgrounds. Model aviation is a sport for all people regardless of race, religion or national origin.

Because aviation is such an important aspect of so many lives, whether model or full scale aircraft are involved, the Academy has recognized the tremendous importance of the Torrey Pines natural resource as it impacts on the sport of gliding.

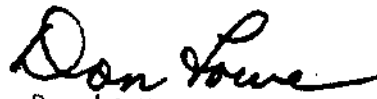
The Academy acknowledges the great historic importance of the Torrey Pines site and the aviation pioneers who learned to fly there and master the control of unpowered aircraft as they soared on Pacific breezes.

We strongly recommend that the Torrey Pines site be declared and preserved as a Grade One Historic Site.

Present and future aeromodelers have an inherent right to the continued utilization and enjoyment of the Torrey Pines Cliffs.

We respectfully urge that all possible steps be taken to advance the identification and recognition of this valuable asset.

Yours sincerely,


Don Lowe
President

AMERICAN PARAGLIDING ASSOCIATION, INC.

25 Goller Place, Staten Island NY 10314, Phone/Fax (718) 698-5738

Office Hours: TUE & FR: 12:30 PM-2:30 PM, WED 9:00 AM-3:00 PM Weekday Evenings 8:00 PM-9:00 PM ET

July 21, 1992

Dr. Larry Fluegel
1591 Casell Del Sinco
La Jolla CA 92037

To whom it may concern:

Paragliding is the youngest aviation sport. It got invented and popularized in Europe less a decade ago. Paragliding is primarily foot launched from a hill and sails quietly and pollution-free to the lower landing area. A modern paraglider is a sail wing with a maximum speed of around 25 mph and a descent rate of around 5-6 feet per second. The goal of a pilot is to stay aloft as long as possible or fly as far as possible. He uses the air currents, dynamic airflow or thermal airflow, to stay aloft. Flights of many hours and distances of 20 miles or more are common.

A paraglider is portable as it packs up easily in a backpack and is set up to fly within 10 minutes. It is considered the easiest airsport to learn. Nevertheless, it requires appropriate instruction to learn it correctly and fly safely. As it is an aviatric sport, it must be taught and practiced under qualified supervision and instruction. The APA certifies pilots and instructors to insure safe practices and the passing the knowledge for safe and enjoyable flights to its members and all paragliders.

Paragliding needs flying sites to teach pilots and keep their skill up to date by regular flying. We support the effort of making Torrey Flight Park an historic site. Torrey Pines with its unique topographical situation made it world famous. Torrey Pines provides a particular flying condition to deepen and improve skills in soaring flights. Torrey Pines is on top of every

AMERICAN PARAGLIDING ASSOCIATION, INC.

Tue, Jul 21, 1992 Page 2

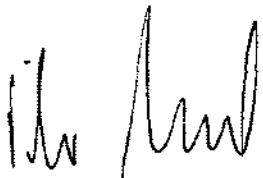
pilot's wish list of sites to fly. In addition, Torrey Pines already has historic values to the soaring community and needs to be preserved for generations of future soaring pilots.

We urge you to get Torrey Pines a Federal Historic Status for the soaring flight community and honor all the inventions and firsts which happened at Torrey Pines. We emphasize the importance of that positive impact that it will have on the promotion of safe soaring flights for all sports exercised at Torrey Pines.

We thank you for your positive considerations in making Torrey Pines a National Historic Site.

With best regards

AMERICAN PARAGLIDING ASSOCIATION, INC.

A handwritten signature in black ink, appearing to read 'Peter Zimmerli', written in a cursive style.

Peter Zimmerli
President



The
Soaring
Society
of America, Inc.

Executive
Offices

July 29, 1992

San Diego City Historical Site Board
San Diego CA

The Soaring Society of America, Inc. strongly endorses approval of the Torrey Pines Gliderport as a San Diego Historical Site.

Aviation history is a critical and important component of U.S. history. The pioneering developments of aviation occurred in a limited number of places throughout the world. San Diego can boast of one such location. Torrey Pines saw the early flights of new aircraft designs. Torrey Pines was host to many national and international figures prominent in aviation. And, Torrey Pines has developed an international reputation as a site for world class soaring.

We encourage your favorable action.

Sincerely,

Larry Sanderson
Executive Vice President

LS:le

P. O. Box E
Hobbs,
New Mexico
88241-1308

(505) 392-1177
(505) 392-8154 Fax



e x p e r i m e n t a l a i r c r a f t a s s o c i a t i o n

EAA AVIATION CENTER, P.O. BOX 3086, OSHKOSH WI 54903-3086 • PHONE 414/426-4800 • FAX 414/426-4828

July 27, 1992

City of San Diego
Historical Site Board
Dr. Larry Fogel
1591 Calle de Cinco
LaJolla, CA 92037

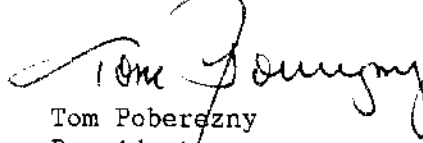
Dear Board Members:

I understand that the San Diego Historical Site Board is being asked to designate the Torrey Pines Gliderport as a historic site. On behalf of 130,000 EAA members worldwide, we encourage you to give this request positive consideration.

EAA, through the EAA Aviation Foundation, supports one of the largest aviation museums in the world. We have found that preserving our heritage is extremely important to the future. Torrey Pines is a historical site that cannot be replaced. We encourage you to preserve this for future generations.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION


Tom Poberezny
President

djm



July 28, 1992

The City of San Diego Historical Site Board
c/o Mr. Larry Fogel
1591 Calle de Cinco
La Jolla, California 92037

Dear Members of the Site Board:

We support the efforts of those who seek to preserve the Torrey Pines Gliderport as a national historic site. No other west coast location has hosted more glider pilots and aviation enthusiasts over the years. Lindbergh flew there in the 1930s. In the 1960s miniature radio-controlled aircraft took wing over the beach followed by scores of hang gliders in the 1970s. Today, both model enthusiasts and glider and sailplane pilots launch from these cliffs to ride the best air west of the Rocky Mountains.

We believe that Torrey Pines should be saved for flyers of tomorrow. Every year private and municipal airfields across the nation succumb to urban sprawl. As an active pilot, this is a loss I regret. The systematic failure of state and local governments across the country to renew this valuable national resource is distressing. I am pleased to add my voice to those urging the preservation of Torrey Pines as a rare and special place for pilots and enthusiasts of all ages to enjoy motorless flight for years to come.

Sincerely,

A handwritten signature in cursive script, appearing to read "Russell E. Lee".

Russell E. Lee
Curator
Aeronautics Department