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NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

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NATIONAL

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name Torrey Pines Gliderport

other names/site number None

2. Location

street & number West of Torrey Pines Road, bordering Torrey Pines Scenic Dr., and to the south and west of the Torrey Pines Golf Course

not for publication N/A

city or town San Diego vicinity N/A

state California code CA county San Diego code 073

zip code 92037

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this __x__ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property __x__ meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant __x__ nationally ___ statewide ___ locally. (___ See continuation sheet for additional comments.)

Signature of certifying official — Date: May 24, 1993

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

_____ _____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

✓	entered in the National Register ___ See continuation sheet.	Antoinette J. Lee	7/12/93
____	determined eligible for the National Register ___ See continuation sheet.		
____	determined not eligible for the National Register		
____	removed from the National Register		
____	other (explain): _____		

_____ for _____ _____
Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

___ private
_X_ public-local
_X_ public-State
___ public-Federal

Category of Property (Check only one box)

___ building(s)
___ district
_X_ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
_____	__2__	buildings
__1__	_____	sites
__2__	__1__	structures
_____	_____	objects
__3__	__3__	Total

Number of contributing resources previously listed in the National Register None

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
Recreation and Culture	Outdoor Recreation
Recreation and Culture	Sports Facility
Education	Research Facility
Education	College
Transportation	Air-related
Landscape	Natural Feature

Current Functions (Enter categories from instructions)

Cat:	Sub:
Recreation and Culture	Outdoor Recreation
Recreation and Culture	Sports Facility
Education	Research Facility
Education	College
Transportation	Air-related
Landscape	Natural Feature

7. Description

Architectural Classification (Enter categories from instructions)

No Style

Materials (Enter categories from instructions)

foundation Concrete
roof
walls
other Asphalt
Steel

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheet Section 7 Page 1

8. Statement of Significance

Applicable National Register Criteria

__X__ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

____ B Property is associated with the lives of persons significant in our past.

____ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

____ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

____ A Owned by a religious institution or used for religious purposes.

____ B Removed from its original location.

____ C A birthplace or a grave.

____ D A cemetery.

____ E A reconstructed building, object,or structure.

____ F A commemorative property.

____ G Less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
Entertainment/Recreation
Invention
Transportation

Period of Significance 1928-1942. Although the gliderport continues to be significant into the present, the period of significance has been arbitrarily ended at 1942, when the U.S. Army temporarily took over the site.

Significant Dates 1930 (Lindbergh's record flight)
1936 (Woody Brown's cliff takeoff and landing)
1939 (Mayor P.J.Benbough Dedication of Gliderport)

**Significant Person Lindbergh, Charles A. and others, see Continuation Sheet Section number 8, Page 1

Cultural Affiliation N/A

**Please note: This listing and discussion of significant persons linked to the site is for information only. Significance under Criterion B is not being claimed.

Architect/Builder N/A

Narrative Statement of Significance See Continuation Sheets Section 8

9. Major Bibliographical References

References See Continuation Sheets Section 9

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
___ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
_X_ Other

Name of repository: Dr. Lawrence J. Fogel, 1591 Calle de Cinco, La Jolla, CA 92037

10. Geographical Data

Acreage of Property 73.6 acres

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	06	476470	3639505	C	06	476750	3639060
B	06	476600	3639505	D	06	477370	3638950

_X_ See Continuation Sheet Section 10.

Verbal Boundary Description: The boundary of the nominated property is delineated by the polygon whose vertices are marked by the following UTM reference points: A,B,C,D,E,F and G.

Boundary Justification: This boundary corresponds with the contiguous properties of the Torrey Pines Municipal Park and that portion of the park transferred to the Regents of the University of California on March 12, 1964 (resolution number 179278).

See Continuation Sheet Section 10 Page 1

11. Form Prepared By

name/title Lawrence J. Fogel, Secretary, Torrey Pines Soaring Council;
Gary B. Fogel, Historian

organization The Torrey Pines Soaring Council date December 29, 1992

street & number 1591 Calle de Cinco
telephone (619) 454-1590

city or town La Jolla state CA zip code 92037

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps
A USGS map (7.5 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)
name _____

street & number _____
telephone _____

city or town _____ state _____ zip code _____

The Torrey Pines Gliderport remains in its natural condition, except for the addition of a runway, the foundation of a small army barrack, and areas graded for current sailplane operations. Metal and wood barricades have been added by the City of San Diego to protect native flora.

A 350 foot cliff, running parallel to the beach, faces the prevailing wind thus providing lift for motorless flight. The nearly flat land east of the cliff is used for launching and landing. This mesa extends north along the cliff edge, providing a natural emergency runway. Sufficient westerly wind is needed to generate the desired lift for flight operations.

The graded dirt runway used by the pioneers at this site for auto-tow launching of sailplanes (1935-1940) is still in use. The Gliderport became Camp Callen (1941-1946) for the duration of World War II. All of the Army equipment was subsequently removed, except for a five foot concrete stanchion that now serves as the mounting for a plaque that designates this site as a National Soaring Landmark, as dedicated by the National Soaring Museum of the Soaring Society of America June 6th, 1992. The remaining foundation of a small barrack at the east end of the property is presently used as a tie-down for sailplanes. The asphalt runway used for launching of sailplanes (1947 to present) runs parallel to the graded runway. The foundation of a small Army barrack remaining from Camp Callen exists at the east end of the property. Although much of the natural flora has been removed and extensive grading has occured, the historic integrity of the gliderport remains intact.

Two temporary buildings are now located at the site. One is a trailer, owned and operated by a concessionaire who operates under a lease from the City of San Diego. This trailer is located near the cliff edge, southwest of the end of the asphalt runway and is not of historic value. The concessionaire's building was moved on to the property in the mid 1980's.

The other is a small temporary building located near the northeast corner of the site. It is used to store traffic barriers and other equipment appropriate for full-scale sailplane flight operations. This small temporary building is adjacent to the remaining foundation of a military building constructed during World War II as part of Camp Callen.

The only structure on the site of historic value is a naval calibration tower used to calibrate a nautical mile with a similar tower further north along the cliff. This tower, located just west of the Torrey

Pines Golf Course fence, has remained at Torrey Pines since the late 1930's. It was damaged by a storm and repaired in the mid 1980's. The tower has been used by pilots at the gliderport as a navigational aid and was used as an altitude indicator by the early sailplaners who did not have an altimeter on board. More specifically, Woody Brown and John Robinson used the tower to estimate their height above the cliff face in the time frame from 1936 to 1942. It is still used by A.G.C.S.C.pilots to initiate their approach to landing.

The eastern portion of the site, presently owned by the Regents of the University of California, contains a major portion of the asphalt runway that was installed in 1947. This portion of the gliderport is used as a parking lot during the annual golf tournament held at the Torrey Pines Golf Course. The City property is also used for public parking and beach access. The current physical environment allows for the continuation of motorless flight at this, the *only* remaining gliderport in America directly adjacent to the Pacific Ocean.

Several years ago metal railings were installed by the City of San Diego to protect the vegetation from foot traffic and to keep people and cars away from the cliff edge.

Only a concrete stanchion (5ft. high by 3ft. wide by 1ft. thick) remains of the Camp Callen radar installation. It is located about 100ft. south of the Concessionaire's trailer. Two bronze plaques are now affixed to the western face of the stanchion; one indicating that the Torrey Pines Gliderport is a National Landmark as recognized by the National Soaring Museum (June 6, 1992), the other marks the Torrey Pines Gliderport as San Diego City Historical Site #315 (dedicated March 21, 1993).

Explanation of resource count:

Contributing structures: graded dirt runway, naval calibration tower (2)
Gliderport itself is considered a contributing site. (1)
Non-contributing buildings: both (dating to era later than period of significance)(2)
Non-contributing structure: 1947 asphalt runway dating after period of significance) (1)

Stanchion with plaques has not been considered substantial enough to count. It dates to era after period of significance.

July 21, 1992 as part of the proposal to the City of San Diego Historic Site Board to make the Torrey Pines Gliderport an Historic Site).

Significant persons inspired by soaring at the Torrey Pines Gliderport include: Bowlus, Hawley; MacCready, Paul; Jenkins, Scott; Johnson, Richard; Dick, Helen

Narrative statement of significance The Torrey Pines Gliderport is significant for its association with the major Southern California industry of aviation. The Gliderport was the location for the development of new technology such as the Robinson variometer (1939), Dead-man pulley take-off system (1938), auto-pulley tow take-off system (1939), highly maneuverable sailplanes (1936-1939), spoiler systems (1939-1940), a parachute system used to save a disabled aircraft (1947), as well as more modern inventions. The gliderport is also unique in that it was the only legal site where unlicensed aircraft could fly in a civil airway, a license granted exclusively for the Torrey Pines Gliderport in 1938.

The Robinson variometer (1939) was a very sensitive instrument used to determine rates of climb or sink in a sailplane. This instrument allows the pilot to find air that is rising and stay up longer without the use of a motor. The Robinson variometer was the most sensitive instrument of its type at the time and was highly desired by the top soaring pilots in the 1940's and 1950's. Newer, even more sensitive variometers are currently used in sailplanes around the world that are a direct modern manifestation of the Robinson instrument. The variometer was tested and modified by John Robinson at the Torrey Pines Gliderport and was influential in his and other pilot's record and championship flights in the early 1940's and early 1950's.

The Dead-man pulley take-off system (1938) was developed at the Torrey Pines Gliderport by Woody Brown, the first pilot to launch and land from the top of the cliffs in 1936. A pulley was held in the ground with a stake and a line was run through the pulley with a car at one end and a sailplane at the other. The speed of the car was sufficient to propel the sailplane off the edge of the cliff at a rapid flying speed. This method of launching represented a motorized advancement of the normal "shock-cord" take-off where a sailplane was pulled off the slope by several hard working volunteers. The Dead-man pulley take-off allowed the pilot to take off in a very short field without the need for many volunteers to help in the launch. This launching method was later modified to become the auto-pulley tow take-off system (1939).

The auto-pulley tow take-off system (1939) was developed by John Robinson at the Torrey Pines Gliderport. A pulley was attached to the rear of a car and a line was staked to the ground at one end and to a

sailplane at the other. This modification of the dead-man pulley take-off system became the preferred method of launching sailplanes at Torrey Pines in the late 1930's and early 1940's. On his travels around the nation to fly in sailplane contests, Robinson demonstrated this new technique and the method was widely used across the nation in situations where a winch was not available to pull a glider into the air. This technique was used until the mid 1950's when towing sailplanes behind powered aircraft became the predominant method of launching.

John Robinson designed and built a set of highly maneuverable sailplanes named the Robin #1 through Robin #4 (1936-1939). Oversized control surfaces with more overall movement were used to give Robinson an advantage when circling in tight thermals, doing aerobatics, or for more control on landings. These advancements demonstrated the effect of an increased surface area and movement to overall aircraft stability in low-speed flight. This information was used in the construction of sailplanes in the late 1930's and early 1940's.

John Robinson's "Zanonia" sailplane, built and designed by Harland Ross, was the first airplane in the nation to use spoilers (air brakes) on the wings (1939). The spoilers help reduce lift and slow the aircraft down for landings. The original spoilers built by Harland Ross were modified and tested at Torrey Pines by Robinson to define their effect. These modifications allowed Robinson to lose altitude at a very rapid rate, much more so than with his previous modifications of the surface area of the "Robin" sailplanes. Robinson flew with spoilers at the local and national contests and this design rapidly found its way in to the design of new high performance sailplanes. Spoilers allowed pilots to maintain a well defined pattern for landing at an airport. This well known pattern is still used today. Spoilers are still an integral part of modern sailplanes and can also be found on jet aircraft including airliners and advanced military jets. The original testing was accomplished in low speed flight tests by John Robinson at the Torrey Pines Gliderport.

Many famous aviators in the motorless flight community have soared at Torrey Pines including Charles A. Lindbergh. Other pioneers who learned to soar at this site in the late 1930's became well-known and influenced the aviation community. For example, John Robinson became the first person in the world to hold the Diamond "C" badge, the most honored award in soaring, and was the first three time National Soaring Champion (1940, 1941, 1946). Dr. Paul MacCready, Jr. learned to soar at Torrey Pines then became the first American to win the International Soaring Competition (1956). He later designed the Gossamer Albatross, the first human-powered plane to cross the English Channel (1979). William S. Ivans, who learned to soar at Torrey Pines, flew in World and National Soaring Championships, setting world and national records for altitude

and speed. He became president of the Soaring Society of America, and for fourteen years was president of the World Gliding Commission of the Federation Aeronautique Internationale.

The Torrey Pines Gliderport was instrumental in focusing public attention on the sport of soaring. From 1947 to 1979, the Annual Pacific Coast Mid-Winter Soaring Championships were held at this site. It was estimated that between thirty and forty million people watched the 1957 Championships on the television program "Wide Wide World". At the site, thousands of spectators watched the competition and were introduced to the sport of soaring.

These events are best understood within the context of a brief chronology of the history of soaring at this site. In 1928 and 1929, gliders were car-towed off the beach adjacent to the cliff so they could fly in the lift created by the prevailing westerly wind at Torrey Pines. These pioneers fabricated and learned to fly their own planes. On February 24, 1930, Charles A. Lindbergh flew in the lift at Torrey Pines in a flight along the coast from Mt. Soledad to Del Mar, thereby establishing a claimed distance record.

In 1930, Woody Brown, who previously flew off the beach, was the first to launch and land on top of the cliff at Torrey Pines. These daring events demonstrated the enthusiasm and skill of these pioneer pilots. In the late 1930's there were flights by Hawley Bowlus, who had previously supervised construction of the "Spirit of St. Louis" and then established his own, world-renowned sailplane manufacturing company in San Diego. Bud Perl and Bill Beuby flew at Torrey Pines, the former's Class A license was signed by Orville Wright. The latter went on to national recognition in the sport of soaring, receiving the Lewin B. Barringer Memorial Trophy from the Soaring Society of America. By 1937, Woody Brown had established the longest flight at Torrey Pines, staying aloft for nine hours. That year, the Associated Glider Clubs of Southern California, an organization founded in 1929, leased the property at Torrey Pines from the City of San Diego to develop the site as a gliderport.

The first three day glider meet at Torrey Pines was held on December 31, 1938. On January 1, 1939, the mayor of San Diego, P.J. Benbough, dedicated this gliderport to the "youth of California" and their interest in soaring. John Robinson looped his sailplane as he released the tow-rope at three hundred feet as more than a thousand spectators watched. During this same period, John Robinson invented a new variometer at Torrey Pines that gave the pilot a more accurate determination of rate-of-climb. With the help of Woody Brown, he also developed the auto-pulley tow takeoff system which allowed gliders to be launched by cable over very short distances near the cliff edge.

Flight activities at Torrey Pines were interrupted in 1941 when the gliderport property became the Army's Camp Callen. Military operations here were conducted until the end of World War II. Many of the pilots who flew at Torrey Pines became instructors for the military glider training school at Twentynine Palms.

The first annual Pacific Coast Mid-Winter Soaring Championship was held at Torrey Pines in 1947. 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 sailplane and the first in the world to earn a Diamond "C" badge (the most respected award in soaring). Many home-built gliders were designed and tested at Torrey Pines.

Richard Johnson who held the title of National Champion in soaring seven times, participated in the Pacific Coast Mid-Winter Championships in the late 1950's and early 1960's. In 1967, the Walt Disney studios filmed "The Boy Who Flew With Condors" in part at Torrey Pines.

In the late 1960's, radio-controlled model sailplanes began operations at the Torrey Pines Gliderport. In the early 1970's, hang gliders joined the flight operations. Many hang glider national endurance records were set at Torrey Pines. In 1976, the Hal Bartlett film company filmed "Johnathon Livingston Seagull" in part at the Torrey Pines Gliderport. Mark Smith, a member of the Torrey Pines Gulls Radio Controlled Soaring Society designed and piloted the radio controlled seagulls used in that movie.

Since then there has been an increase in flight operations at Torrey Pines. The Torrey Pines Soaring Council was established by the Parks and Recreation Department, City of San Diego (1978) to provide advice and council regarding flight safety and other matters. In 1990, the Council approved paragliding at the Torrey Pines Gliderport. In 1991, the Torrey Pines Scale Soaring Society, a radio controlled model glider club began flying at Torrey Pines.

On June 6th, 1992, the National Soaring Museum, Soaring Society of America, dedicated the Torrey Pines Gliderport as a National Soaring Landmark. On August 26, 1992, the San Diego City Historic Site Board voted unanimously to declare the entire gliderport an historic site.

Historic Context

Activities at the Torrey Pines Gliderport encouraged interest in the San Diego region and in particular, in aircraft related industries and technology. For example, Convair Corporation, a leading aircraft

manufacturer in San Diego sponsored a glider club that flew at Torrey Pines in the 1950's. The University of California, San Diego has sponsored a glider club at Torrey Pines since the mid-1960's.

The gliderport provides an outdoor wind tunnel that has been, and continues to be, used for the testing of new airfoils, planforms, control systems,aircraft material and configuration. Lessons learned in flight at Torrey Pines have been, and will continue to contribute to air transport and marine systems. For example, current experiments confirm the utility of pitcherons for aircraft control. With the tail surfaces fixed, all attitude control is entirely in the wings. This allows the sailplane to be even more aerobatic. Dr. Scott Jenkins of The University of California at San Diego, used Torrey Pines as a "classroom in the air" then designed and patented the Vortex Foil, a device that greatly reduces the need for dredging of harbors.

Publicity regarding this unique gliderport has encouraged tourism and generated support from the local community and various national organizations. A portion of the site was given by the City of San Diego to the Regents of the University of California in 1963 to encourage their coming to La Jolla. The Regents appealed the historic site designation of their portion of the Gliderport as being improper, this only in the sense that a city does not have the right to designate state property as being historic. Their appeal states, "the value of the Torrey Pines Gliderport site to the history of San Diego and the continuing development of the aviation industry and avocation is not disputed. However, the imposition of a historical site designation is unnecessary..." After reconsideration, the San Diego Historical Site Board reconfirmed their previous decision and requested the City Council to designate the entire gliderport as historic and to proceed with applications for California and Federal historic site designation.

The Torrey Pines Gliderport is the only historic (pre World War II) gliderport remaining in the San Diego area and in California as well. Over the years, other historic gliderports in Southern California have been lost to development, including those in Pacific Beach, Pt. Loma, Mt. Soledad, Peaches Wallace Field, and El Mirage Gliderport. Although sporadic sailplane activities did take place in the late 1930's on the many dry lakes in the Mojave Desert (Clark Dry Lake, Rabbit Dry Lake, Rosamond Dry Lake), none were considered gliderports (with runways, etc...) except for El Mirage, north of Los Angeles, which was closed in the late 1980's. California and the nation must continue to preserve sites where recreational activities generate innovative technology as a natural byproduct of a recreational activity. The Torrey Pines Gliderport has long been regarded as such a location in the aviation community.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 7

The Torrey Pines Gliderport
San Diego Co., California

Throughout this century, California has played a leading role in the advancement of all forms of aviation. Pioneers in aviation understood the importance of using models and gliders in tests of what would become powered craft. The unique combination of wind and topography at the Torrey Pines Gliderport made this location ideal for the testing of sailplanes and the development of soaring as a sport. In the 1930's, when soaring was in its infancy, pilots flew from many coastal gliderports on the west coast of America, including Palos Verdes, Redondo Beach, and Point Loma. The Torrey Pines Gliderport is the last remaining gliderport that benefits from the natural lift that results from being directly adjacent to the Pacific Ocean. It is recognized across the nation as the premiere location for "slope soaring," a technique to maintain altitude in a motorless aircraft by using the updraft created when a prevailing wind meets with a cliff face.

It is of additional interest to note that during the period from 1950 to the present, Torrey Pines has continued to be historically important. The annual Pacific Coast Mid-Winter Championships (1947 to 1979) became one of the longest running soaring contests in our nation's history. In the late 1960's, radio controlled model sailplanes started to use the site and members of the local organization, the Torrey Pines Gulls, went on to set national and international records in their sport. Mark Smith, who learned to soar models at Torrey Pines set a world record for closed course distance by flying his model 286 miles in 13 hours in Hawaii in 1973. Similarly, Steve Neu, who learned to fly model gliders at Torrey Pines became world champion in electric powered radio controlled model flight in 1992.

In the early 1970's hang gliders began operating at Torrey Pines. During the first few years of operations, four world records in hang glider endurance were set at Torrey Pines by pilots Taras Kiceniuk, Jr., Bob Wills, and Mike Mitchell. As with the other motorless sports at Torrey Pines, many hang glider pilots who flew at Torrey Pines became championship pilots at the state and national levels. More recently, paragliders have shared the airspace and the Torrey Pines Paragliding Races are known nationally.

America has long been recognized for it's leadership in the advancement of technology and, in particular, it's contribution to aviation. In the book *Progress in Flying Machines* (1894), Octave Chanute indicated the kind of location most suitable for experiments with flying machines. "It is believed that salt water is preferable to fresh water, over which to carry on such experiments, not only because of the greater buoyant power of the water, but especially because sea breezes are more regular and less gusty than land breezes. It is evident that it would be preferable to operate over a genial or a tepid sea, in trade-wind regions if possible, and in locations where steady sea breezes of no

great intensity may be relied upon to blow almost daily. It would be desirable to select the vicinity of some projecting tongue of land or of some isthmus, where captive preliminary tests may be made, and also that there should be a *cliff* in the neighborhood whence models and perhaps the apparatus itself might be floated off. There are many such spots to be found within proximity of machine shops, in the Mediterranean, in the Gulf of Mexico, and on the *coast of Southern California*, and the attention of designers of flying machines, who may want to test the merits of their devices upon a really adequate scale, is particularly directed to the vicinity of *San Diego, Cal.*, where all the circumstances which have been alluded to are to be found combined...." (italics added).

San Diego has long been and remains a center for aeronautic development. The Torrey Pines Gliderport is its center for soaring activities. Just as Chanute's book influenced the Wright Brothers, so it is that flight activities at Torrey Pines have had a continuing national impact on the advancement of soaring.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 1

The Torrey Pines Gliderport
San Diego Co., California

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 1

The Torrey Pines Gliderport
San Diego Co., California

UTM References

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F 06 476680 3638805
G 06 476470 3638540

Boundary Justification

More specifically, this property was acquired by the City of San Diego in 1874 as Pueblo Lands per United States Patent. The property has retained that designation for the last 119 years, except that portion transferred to the State of California as part of the University of California at San Diego in 1964. The total property at one time included over 1200 acres of land, of which the gliderport occupied only 75 plus or minus acres at any time prior to the army use of the property in 1942.

The current boundaries, as identified by previously provided UTM referenced points, were provided to establish defined limits of activity which have never been previously defined by reference points or meets and bounds. The gliderport is only a portion of the present Torrey Pines Golf Course and City Park. This property is dedicated by Ordinance of the City of San Diego for public park and recreational uses. Portions of the property were dedicated as early as December 1936.

The current boundaries approximate those of the gliderport at the time the property was taken over by the U.S. Army during WW II.

Torrey Pines Gliderport Photos

Photographs taken by Gary B. Fogel
Negative: 1591 Calle de Cinco, La Jolla, CA 92037
Dates: Photo 1 - November 26, 1992
Remaining photos - March 27, 1993

Views:

1. An aerial view looking east from 500 feet altitude offshore opposite the Navy's calibration tower showing the Pacific ocean, beacn and cliff in the foreground. The Gliderport is shown occupying the mesa from the cliff edge to the tree line, north of the Salk Institute, south and west of the Torrey Pines Golf Course. The asphalt runway is perpendicular to the cliff face. The emergency runway is perpendicular to the cliff face. The emergency runway extends north from Torrey Pines Scenic Drive to the north end of the mesa.

2. Eastern portion of Torrey Pines Gliderport showing the asphalt runway and the parallel landing strip.

3. Navy calibration tower.

4. Storage building and concrete remnant of Camp Callen at northeast end of Gliderport.

5. Concessionaire's trailer.

6. Stanchion with bronze plaques.