

Soaring

IN MEMORIAM — ALEX DAWYDOFF

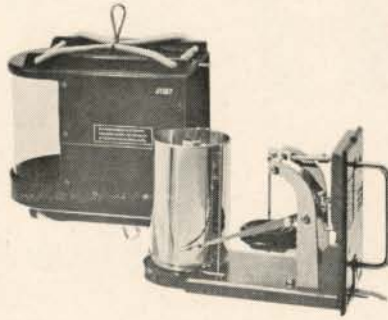
32ND ANNUAL U.S. NATIONAL

SOARING CHAMPIONSHIPS

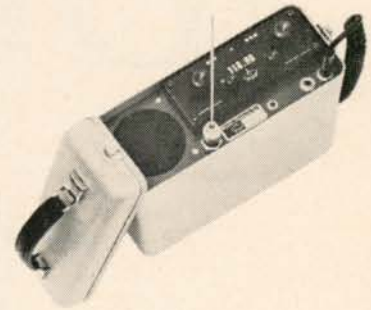


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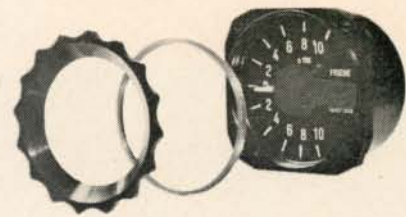
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Ken Livingstone, distributor for the French Edelweiss C-30 sailplane in the U.S. and Canada, has announced that U.S. type certificate number G8EU was granted to the sailplane on August 2nd. The model has a French type certificate and has been in production for some time. It placed first in the Standard Class in the 1965 World Soaring Championships in England, flown by Francois Henry of France, and second in the 1963 World Championships, Standard Class, in Argentina. —L.L.

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SSA Directors' Meeting

The Directors of the Soaring Society of America held one of their semiannual meetings on July 9th in Adrian, Michigan, at the close of the National Soaring Championships. Minutes of the meeting have been published and distributed to all Directors. SSA members may obtain a copy of the minutes upon request to SSA. Actions taken at the meeting which might be of general interest are summarized below.

Since no acceptable letters of intent to bid for the 1966 Nationals had been received, bidding was opened up to the whole U.S., as

per the procedure published in the March, 1965, *Soaring*. Deadline for bids to be in is September 15th.

Disposition of the Society's Fauvette sailplane was reviewed. After attempting to sell it by sealed bids of \$3000 or more and receiving no bids, the Executive Committee instructed the Executive Secretary to try and sell it for \$3000. It was subsequently sold to Peter M. Petersen, Jr., and Mrs. Rose Marie Licher.

The SSA officers for the calendar year 1966 were elected, as follows (* indicates re-elected):

- President—John D. Ryan*
- V-P (East)—Ben Greene*
- V-P (West)—Sterling V. Starr
- Secretary—Tom Page*
- Treasurer—Ted Sharp*

Five Directors-at-Large elected for 1966 were Tom Page, Harner Slevidge, Ted Sharp, Sterling Starr and Floyd Sweet. Marshall Claybourn was selected as a standby Director-at-Large, to take office if Starr is re-elected as a Regional Director.

The next Directors' meeting was scheduled for January 22-23, 1966, in Dallas, Texas. —L.L.



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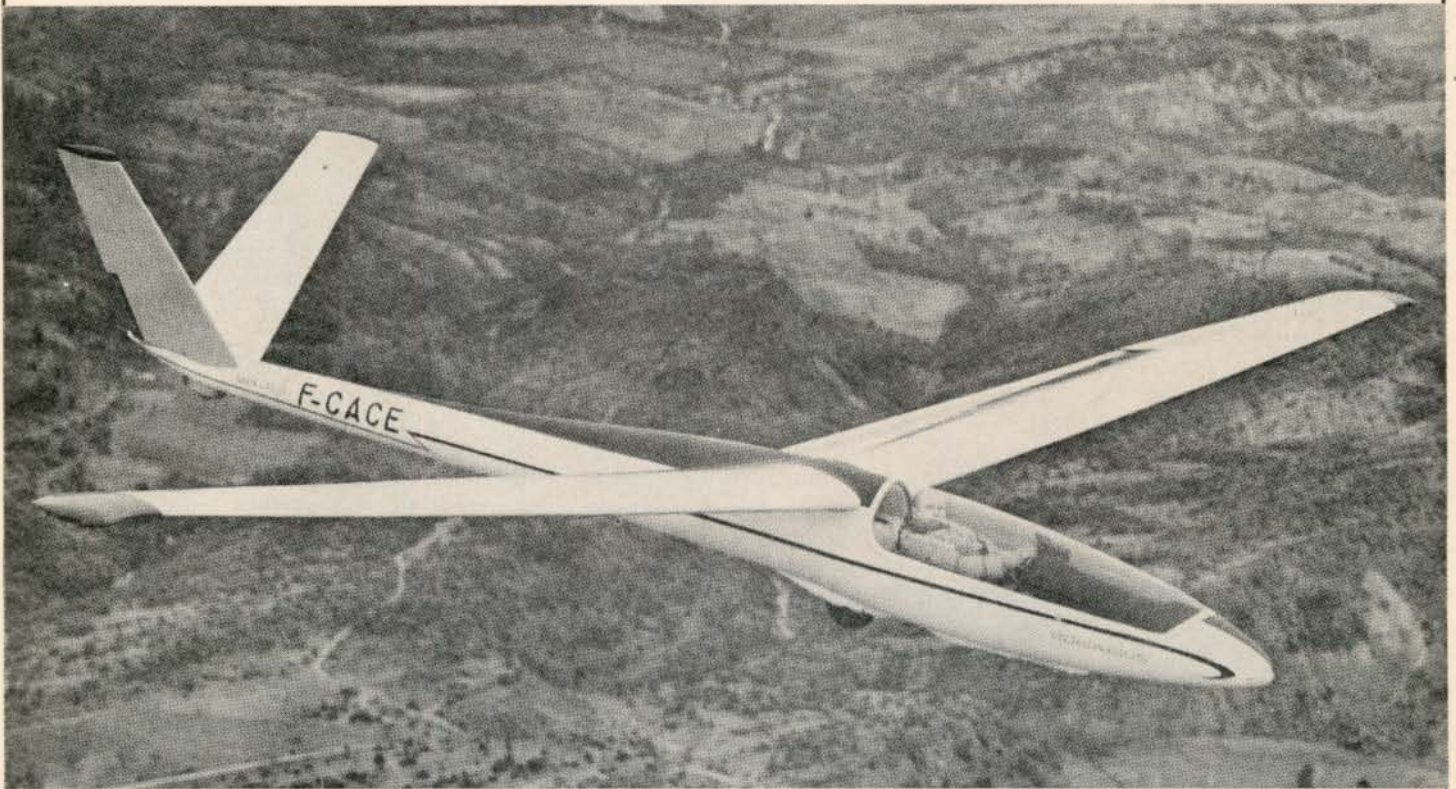
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Al Hastings, First U.S. Soaring Champion, Dies

Albert E. Hastings, first U.S. National Soaring Champion, died in El Paso, Texas, on August 17th, at the age of 63 after a long illness. He won the first Championship in 1930 at Elmira, New York, and repeated the achievement the following year. Later he was active in the military glider training program in World War II. In recent years he

was a salesman and area representative for a nationally known artists' school.

Hastings assisted in organizing the El Paso Soaring Assn. after visiting the 1960 Nationals at Odessa, Texas, and subsequently maintained an interest in soaring and membership in SSA. He is survived by his widow, Mildred, of El Paso, a son in the Air Force, a married daughter and seven grandchildren. —LL.

The Humble Mailing

SSA was remiss in not advising its members that the Humble Oil & Refining Co. would be offering them an opportunity to apply for a Humble credit card. SSA cooperated with Humble in this regard so as to provide its members with one more possible benefit, namely a chance to obtain a one-year gasoline credit card without having to have an established credit rating. Since most members have cars and could, potentially, supplement their existing credit card(s), if any, with another, to their advantage, it is hoped that not too many members misinterpreted the intent and origin of the mailing. Acting on the mailing is optional with each member but support of organizations that support SSA can be thought to be in the interest of all members. —L.L.

Margazine Mailing Date

For readers concerned with the length of time it takes *Soaring* to reach them, the August issue was mailed on July 30th. At press time it appears that this issue, for September, will be mailed on September 10th.

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Soaring

The Journal of The Soaring Society of America, Inc.
SSA is a Division of the National Aeronautic Assn.

Beebe Wins Western Regional Championships

Bruce Beebe, an architect from San Francisco, Calif., became the 1965 Western Regional Soaring Champion when he edged out a highly competitive field of contestants at Minden, Nevada, on the last day of the seven-day Championships. Flying the Polish Foka sailplane he had acquired to fly in the recent Nationals, Bruce earned 5537 points over the six contest days. Only three points behind was Ed McCalanahan of Richland, Wash., flying a Schweizer 1-23H.

The 19 entrants flew a total of 16,467 miles during the contest, including six flights of over 300 miles. Winning race-task speeds were over 50 mph. Needless to say, the soaring was excellent and the pilots has a good workout. It is expected that a full account of the Championships will appear in the next issue of *Soaring*. —L.L.

Historical Plea

The formation of an SSA Historical Archives is long overdue. The importance of such an Archives cannot be overstressed. We're asking for donations (fully tax deductible—you establish the value) of books, magazines, papers and ANYTHING else pertaining to the early (or recent!) history of U.S. (or International) soaring.

If you're loathe to part with said items (who isn't!?), need the money or aren't in the 70% tax bracket, it's possible the SSA could buy certain valuable material (at a reasonable price, of course!).

Please contact the SSA Public Information Committee Chairman, Dale S. May, 608 S. Can Dota, Mt. Prospect, Illinois 60057, with your offers—or better yet, just pack up your entire attic and ship it to him (you'll get an SSA receipt). He's offered to store all items until an Archives building can be established. PLEA-se. —D.M.

Vol. 29

September, 1965

No. 9

Lloyd Licher — Acting Editor

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Cover photo: The mood of the Nationals is caught in this scene of the take-off line at Ardian, Mich., in this year's Championships. In the foreground, J. C. "Red" Wright is strapped in, awaiting a tow in his Sisu 1A which flies the flag of the Lone Star state. Beyond, a Waco UPF-7 towplane pulls up in front of Stan Smith in his Schweizer 1-21, who is itching to have a go at the day's task as early cumulus clouds dot the sky. Photo by S. A. Aldott (all rights reserved).

\$5 will be paid for any picture submitted if used for the cover.

Material published in *Soaring* magazine is contributed by individuals for the reading pleasure of soaring enthusiasts. Anyone is invited to contribute articles or reports on soaring activities. Material will be acknowledged when possible but no guarantee can be made that it will be returned. A self-addressed envelope should be enclosed if the material is to be returned.

Soaring magazine is the publication of The Soaring Society of America, Inc., editorial office and address of the Society: P.O. Box 66071, Los Angeles, Calif. 90066 (Room 9, 3200 Airport Ave., Santa Monica, Calif. 90405). Telephone (213) 398-9894. *Soaring* is published monthly. Second-class postage paid at Los Angeles, California. Subscriptions to individuals in the United States only if SSA members (on an optional basis) at \$3/yr. Membership in The Soaring Society of America, Inc., is open to anyone interested in the art, the science or the sport of motorless flight. Annual dues: Member, \$10; Family Member (Member status for any person in same family and household of a voting member), \$5; Associate, \$3; Student Member (enrolled full-time in academic school), \$1; Sponsoring Member, \$50 (includes free subscription to *Soaring*); and Industrial Member, \$50 (includes free subscription to *Soaring*). Life Member fee, \$200 (may be four \$50 quarterly payments; includes free subscription to *Soaring*). Subscription price, \$5 (in the U.S., available only to libraries and institutions). *Soaring* magazine is printed by Parker & Son, Inc., 241 E. 4th St., Los Angeles, Calif. 90013.

Circulation of the August, 1965, issue was 5002.



IN MEMORIAM ALEX DAWYDOFF

It is with regret that we must report the death of Alex Dawydoff, Editor of *Soaring* magazine, who passed away on August 1st as the result of a heart ailment. He was 61 and had been active in his work until just a few days before the end. All who knew and worked with him will feel his loss.

Alex came to *Soaring* in April of 1964 after a distinguished career of aviation journalism. He began editing SSA's magazine with the June issue that year and steadily increased its quality and promptness, as evidenced by the numerous letters of praise received by SSA from its members.

Born in Russia in 1903, Alex came to the United States with his mother and sister in 1921. He later attended Alma College in Alma, Mich., and Columbia University in New York City.

His interest in aviation began as a child, since his father was one of the Directors of Anatra, an aircraft manufacturing firm. In 1925 he joined the Sikorsky Aviation Co., then building the twin-engine S-29 at Roosevelt Field, Long Island. This was followed by an interlude with a brokerage office on Wall Street, after which, in 1928, he became a salesman for a newly-founded aviation firm, Air Associates, Inc. In that year he was persuaded by J. C. Penny, Jr., to try gliding. Penny had imported several German instructors and gliders which were operated on Cape Cod, Mass. With some powerplane experience, Alex was skeptical of the gliders at first but, after exposure to the primaries, he was so fascinated that from then on he became a staunch enthusiast.

Alex's further exposure to gliding was with Hawley Bowlus who interested a Flushing, N.Y., flying service in starting a school using Bowlus training gliders. Hawley checked Alex out as an instructor for this operation which used auto-

tow launches. It was here that he suffered his first and only serious accident when an elevator control turnbuckle failed at an altitude of 150 feet. After a year in the hospital he was left with a permanently stiff leg and limp. Nevertheless he could still fly, and did so into his later years.

Alex then turned to a career of writing and was hired as technical editor of *Air Trails* magazine. Here he began the first column on gliding ever to appear in an aviation magazine. It was well received and inspired numerous readers to take up the activity. His writing and soaring as a member of the Airhoppers Gliding and Soaring Club resulted in his meeting and becoming friends with many famous personages in soaring, which he considered one of his brightest experiences.



Alex Dawydoff, left, as he appeared with George Uveges on a day at El Mirage Field.

Photo by Paul Heasley

Except for two war years working in the T-2 section of the USAAF, and one year spent redesigning the Kirby Cadet glider for a proposed N.Y. State Aviation Vocational Training Program, Alex was with *Air Trails* and its sister publication, *Air Progress*, until 1956. He then joined the staff of *Flying* magazine where he became managing Editor before taking the job as Editor of *Soaring* in 1964.

As an outside interest he helped form the Gliding and Soaring Service, Inc., in Sanford, Fla., in 1945, the first VA-approved glider train-

ing school. Steven and Ginny Benis ran the school while Alex served as Treasurer from his New York office. Later he and Don Lawrence formed the Metropolitan Soaring Assn. at the Wurtsboro, N.Y., Airport with two P-R's and a PT-17 tug. It was subsequently merged with the Airhoppers to become the well-known M.A.S.A., which spawned Sail Flights, Inc., to operate all the flying equipment. Alex served as president of M.A.S.A. and an officer of Sail Flights for many years.

In 1953 Alex wrote the book "Airplanes of the World" together with illustrator Douglas Rolfe. After numerous editions and revision it has remained popular to this day. His dedication to aviation earned him a respected reputation as a storehouse of aeronautical knowledge, some of which he has bequeathed to mankind in his work.

Alex was single and is survived by his sister, Mrs. Lili Gubbins of Los Angeles, and an aunt with whom he lived, Miss Natalie Ostinoff.

EULOGY TO ALEX

Given at his funeral
by GILL ROBB WILSON

(Introduction: Reading from the Book of Revelations 21:1-7 and Psalms 23:1-6.)

The turnings and windings of life are strange. Little did I ever think to stand here beside an old comrade, far away from the scenes of our boyhood and our activities. But there is no geography in friendship, and the sky is the universal canopy which is over all of us who have

Opposite: Paul Pallmer of Richland, Washington, exercising his new Prue Super Standard sailplane. Of all-metal construction, ship is unpainted (a testimonial to Irving Prue's superb craftsmanship) except for fiberglass nose cone, wing fairing and tail cone.

Photo by Robert Lee Moore

loved it. And so, perhaps it is most appropriate and fitting that Alex, who contributed so much, but who was so unostentatious, so simple and so gentle, should feel that it is well that he rests here in the minds and hearts of those of us who represent what he represented.

I have been thinking about him much since I learned the news of his passing. Not too many people have made any great impression upon my life. He is one of the handful; and I don't think it was because we shared so much technology or worked together, so much as it was that he was a great thoroughbred. I never needed to doubt what his reaction would be to the false or to the tottering. I always knew where he would stand, what he would believe. I suppose neither one of us were what you would call deeply religious and yet we had spent hours examining the icons that each of us had, discussing the source of life. Things that were seemingly far away from the wind and sun, and the quiet flight that he loved so much. So I think it was that gentility in the midst of so much that was rough and ready. I think it was the little winds that played in his heart that made me so utterly devoted to him so much. In all the years, I never heard anyone say an unkind word about Alex Dawydoff. What an obituary, what an ambition that would be if each of us could start and fulfill a life like that! And as the news of his passing goes out across the land and comes to the attention of airmen everywhere, here and over the seas, I'm sure there will be a lot of regret but at the same time a flood of thankfulness that they knew him and that their paths had crossed. May his soul rest in the peace that he sym-

bolized by the gentility of his spirit, the freedom of his mind, in dedication of his heart. I hope when I am gone there will be someone to stand and say that I am something like Alex Dawydoff. Just a little, and I will be content.

(Conclusion: *The Lord's Prayer.*)

REMEMBERING ALEX

by WILLIAM WINTER

I was a long-time associate of Alex from roughly mid-1936 until the recent past. He had worked under me, and I had worked under him. We had been together on several publications for some fairly long terms and, both as work and for pleasure, had flown together in numerous aircraft.

In all that time, one can get to know a man very well and to admire a good man like Alex with a deep respect and a degree of fondness—which so many others also must hold for him.

Alex was a very special person in countless ways and a very rare individual—I should score individual for he was refreshingly unique, charming, serious and humorous—with a rather wry humor, keenly understanding of human nature, a fine companion, outspoken (but politely reserved when proper), impatient of pretense, and, if I leave out a thousand other things, I am sure beloved by all who knew him and worked with him.

To me, Alex was a man whose respect you valued and this was always enough to make an associate realize he must always toe the mark.

The brief mentions of what he has done read quickly, but knowing from first-hand experience the infinite number of things involved

in those experiences, many of us could write on for many, many pages, what he had really done.

It is altogether true and fitting to say that a big chunk has been taken out of life with the passing of this lovable and capable man, whose life was dedicated to the airplane, and a gentleman who most definitely was Class in the fullest possible sense of the word.

Sailplane Certification Procedures Up for Review

The officers of SSA have recently learned that FAA is in the process of considering changes to the certification procedures and requirements as presently outlined in the Glider Criteria Handbook. These changes would undoubtedly encompass new approaches to engineering, structures, aerodynamics, stability and all other elements incorporated in future sailplane and glider designs. Flutter, gust loadings and safety considerations such as cockpit strength may also be changed. An attempt is being made to coordinate current SSA thinking along these lines (and others which may be applicable in design consideration) in order that we may present these to FAA at the Washington level.

SSA members who have specific recommendations should forward them to the SSA President, John D. Ryan, P.O. Box 16006, Phoenix, Arizona 85011, with a copy to Donald Mosher, SSA Governmental Rules and Regulations Committee, Box 18, Savoy, Illinois. It is expected that these inputs will be collated and packaged into a recommended program for presentation to FAA sometime later this fall. Don't delay!
—J.R.

Team Fund Contributors

Names of persons and organizations who have made contributions to SSA for the purpose of sending the U.S. Team to the World Soaring Championships, since the last listing and through August 26th, are as follows:

Donald W. Aitken, Jr.
Walter S. Crowell
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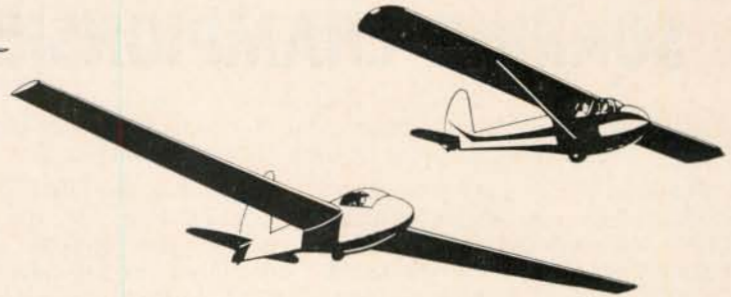
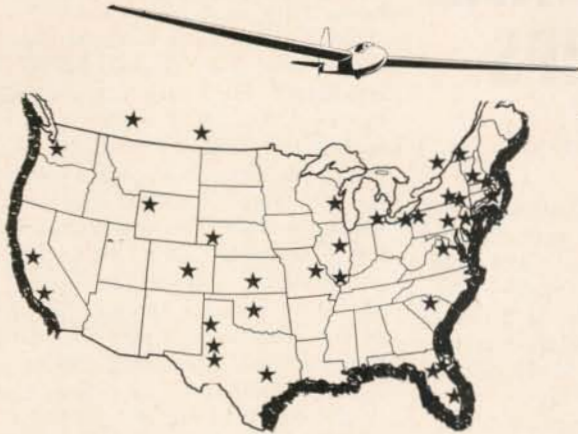


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West Bend Flying Service
West Bend Mun. Airport
West Bend, Wis.
Phone: 414 FEderal 4-5603

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Phone: 217 822-5420

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St. Louis Soaring School
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Phone: 314 PRospect 6-1138

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Phone: 402 761

Javelin Aircraft Co., Inc.
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Phone: 316 MU 2-0111

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310 Kermac Bldg., Okla. City
Guthrie Airport, Guthrie, Okla.
Okla. City
Phone: 405 CE 2-0223

C. C. Holt, Box 12248
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Phone: 713 484-2896

Muleshoe Flying Service
Muleshoe (airport), Texas
Phone: 806 3-0660

West Texas Soaring
1703 W. Crescent Dr.
Odessa, Texas
Phone: 915 EM 6-0167

Julien J. Audette
10 Bole Place
Regina, Sask., Canada
Phone: 522-5141

Butler Company
1000 Oak Brook Dr.
Oak Brook, Ill.
Phone: 654-2211

Soaring & Sailplanes
506 Americana Dr.
Shreveport, La. 71105
Phone: 318 861-0746

WESTERN

Avery Aviation
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Phone: 307 765 4482

Wave Flights
625 Berglund Rd.
Colo. Springs, Colo.
Phone: 303 634-6815

Holiday Soaring School
Box 6, Tehachapi (airport), Cal.
Phone: 805 822-3736

Sky Sailing Airport
41000 McInerney St.
Fremont, Cal.
Phone: 415 656-9900

Soaring Unlimited, Inc.
Sky Sports Airport-Issaquah
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SCHWEIZER AIRCRAFT CORP.

1 AIRPORT ROAD ELMIRA, N.Y.

32nd ANNUAL U.S. NATIONAL SOARING CHAMPIONSHIPS

by TOM PAGE, *Chief Scorer*,
and ROY R. WINN, *Editor of the Nationals Daily Newsletters*
Sanctioned by *The Soaring Society of America, Inc.*

The largest U.S. national contest is the Adrian, Michigan, Soaring Club's 1965 reward for renewing their outvoted bid of 1964. In sportsmanship, in contest administration, and in facilities the Adrian community wins a high score from American soaring. Community, Club and the State of Michigan contributed to the successful contest.

After seven closely-fought contest days Hans-Werner Grosse of Lubeck, Germany, emerged as top pilot and OSTIV Standard Class Champion in a Schleicher Ka-6E. His total score of 6258 separated him by only 17 points from second-place Dean Svec of Bedford, Ohio, in a Sisu 1A who became U.S. National Champion. George B. Moffat, Jr., of Elizabeth, New Jersey, after leading in total points for six days in an Austria SH-1, slipped nine points below Svec into third place on the last day. John Firth, an English pilot now living in Montreal, flew his Austria SH-1 to fourth place. Paul Bikle's consistent performances in a Prue Standard earned fifth.

Not only did the sheer scale of competition — 69 entrants — finally

outnumber the 1947 Nationals at Wichita Falls but the remarkable performance qualities of men and machines would have made one 1947 duffer think he were dreaming if he had not participated in the 18 intervening years of development.

Midwestern weather provided a full sample of challenges so that neither "lead sleds" nor "floaters" could dominate the tasks. Only one task was deliberately chosen with the probability that very few or none would complete it. On most days a slight improvement over forecast, plus remarkable flying by the serious pilots, brought enough around the course to contribute to separation of scores both among the hard contenders and between them and the gentlemen duffers. In fact, Claybourn and his colleagues had met the championship requirements of the rules in the minimum time—four days. In the following days the premiums on consistency and the penalties for inconsistency, which are desirable features of fine competition, began to accumulate

The SSA Team

It was downright friendly of the

Wally Scott circles over the Adrian airport on a practice flight. Landing places were not difficult to find in Michigan, but high grain led to many ground-loops.

Photo by S. A. Aldott (all rights reserved)



Federal Aviation Agency to send Marshall Claybourn from Oklahoma City to Adrian on temporary duty. This meant a Competition Director who had studied under the legendary E. J. Reeves, managed the 1961 contest at Wichita, and directed the 1963 competition at Elmira. Dr. Francis P. Bundy of Scotia, New York, another Elmira task-setting veteran, served on the Contest Committee (and crewed for a competitive son-in-law, name of Moffat). Dean Fleming, president of the Adrian Soaring Club, added the intimate knowledge of a top area pilot to task selection (while doubling at the timer's gate or contest headquarters). Marshall often helped man the timer's stand when business was good, or the telephones when the landing reports got heavy. His wife Bettye also lent an experienced hand in headquarters.

Chief Scorer was Tom Page of Urbana, Illinois, a survivor of Ed Butts' task committee at McCook (also doubling as take-off line pusher), aided by his wife Barbara. The wee hours were routine for this pair.

The near-legendary James L. Rhine of Tulsa was Chief Timer again—again aided by his wife Gerry. When a gaggle of ships came through the starting gate at once, the pilots could count on an experienced gaggle-hacker. Gerry also doubled on the telephones when pilots and crews were reporting.

In each recent contest the SSA teams have reduced a large part of their experience to written instructions, forms, and procedures, now incorporated in a kit which is revised and updated for the next contest. This has reduced reliance on Murphy's Law: "If anything can go wrong, it will."

The Host Team

The key to a successful contest is one man who knows how to unlock the energies of the dozens of others it takes to stage the show. At Adrian this was Werner E. Sommer, Contest Manager, airport manager, city engineer, energetic Adrian Club member, soaring pilot, and general hole-plugger. The scale of community effort at Adrian, it is safe to say, was larger and more varied than at any recent national soaring contest.

First, the contest was granted a virtual monopoly on the Adrian

Municipal Airport, with a temporary FAA tower to shoo away the stinkpots when shooing was required. The airport area was wholly adequate to the contest needs with only minor ground traffic adjustments. Surrounding terrain was friendly—also the natives.

Housing at Adrian College, with breakfast, was pleasant and economical for pilots, crews and families. Camping on the field near the sailplane and trailer tiedown area was used by several teams. Motels had their share.

The headquarters, commanded on an overtime basis by Jo Ann Fleming and a succession of other volunteers, had an airport-wide public address system to help communications. One special telephone for pilot reports and three lines for crew calls meant a minimum of delay in pilot-to-crew contact. The fact that Richard Henemyer, chairman of the local contest committee, is local manager for General Telephone, helped in many other ways, too.

The Adrian Area Chamber of Commerce gave energetic support to the contest, guided by its president, Clyne Durst. Chuck Wise, the secretary of the Chamber, worked early and late on logistics and publications, especially during the wee hours in which newsletters and daily scores went to press.

Roy R. Winn of the Vultures Soaring Club, Detroit, volunteered for the entire period as newsletter editor. His daily contest newsletters were available at the next days' pilot meeting along with the daily scores. The Chamber of Commerce staff also put these in the mail daily to the soaring fraternity with the ink barely dry. Roy Winn's thorough reporting made the compilation of the contest story for *Soaring* easy.

Far more extensive press coverage of this National Championship than any previous one was the work of Ward Mayrand, loaned to the contest by the Michigan Department of Aeronautics. He knew the territory and he knew the media. Every night the local and metropolitan media and the press services got the daily results, as did hometown papers of the top ten pilots for the day. Regional and national television covered the meet. A color film and sound recording of the contest was made for later commercial release.



Photo by George Uveges

Comfortable and spacious accommodations were provided for the daily pilots' meeting in the auditorium of a local school. As usual these meetings were well attended.

One Big Dress Rehearsal

When H. (for what?) Marshall Claybourn greeted the 0900 pilot meeting at dress rehearsal on Monday, June 28th, it was clear that an old contest hand was in charge. Pilot meetings were held in the gymnasium of Prairie Elementary School, one-half mile from the airport. On an elevated stage, curtained until the task was announced, was a large, specially-prepared blackboard, designed by A. J. Smith. Duplicate mimeographed blanks for the same data were given to the pilots. Task, turnpoints, open times, traffic and timing patterns, and basic weather data could be copied from the board while yesterday's winner was lying about his good luck.

Weather analysis was equally taut and knowledgeable throughout the contest. Charles Chappel of the Kansas City office of the U.S. Weather Bureau understudied at McCook last year and was able to anticipate most questions. He in turn was understudied by Howard Smith. Two weather circuits clattered away in a trailer on the field. The American soaring movement is grateful that the Weather Bureau gives effective support to our weather needs by detailing a pair of its ablest young forecasters to the contest.

Briefing for the day's operation by Werner Sommer, the Contest Manager, was so clear and concise that it was hard for newcomers to believe that there wasn't some silly question that could be asked. A few tried it until they found that Claybourn had all the short answers.

Pictures of turnpoints with panel locations were displayed for a closer look by pilots. The 0700 weather chart, with expected changes, was also available. The formal sessions rarely ran over the 30-minute goal set by Claybourn—"Good morning (click-click-click), see you on the flight line." It was not a social hour.

Participants began to realize that this premier for Adrian was one big dress rehearsal for future bids as a major U.S. soaring center.

Launching Records

On the operations side new records were set. On the second day 66 ships were launched in 67 minutes. As if this wasn't good enough, on the final day 65 were launched in 48 minutes with "7.6" towplanes. Credit for this level of operational efficiency goes to Rudy Wolf, Chief Starter, and Lauren Hammond, Chief Tow Pilot. A few old-time tow pilots had to be reminded that some of today's sailplanes stall at higher speeds than towplanes and that the contestants would rather be towed than dangled to 2000 feet.

Everyone spoke the same operations safety language because the standard signals from the *American Soaring Handbook* had been illustrated on a cartoon sheet included in the pilots' kits. The signal sheets are now available as SSA Item #36, 10 for 30 cents.

Opening Ceremony

A colorful display of national and state flags served as backdrop for the opening ceremony addressed by Governor George Romney on June 29th. Then the Governor ran the



Photo by S. A. Aldott (all rights reserved) Marshall Claybourn, SSA Competition Director for the Nationals, earned high praise from the pilots for his excellence in that position.

wingtip for a ceremonial tow. May-or Walter Bohn of Adrian made the introduction and participated in other social events of the contest. The Director of the Michigan Department of Aeronautics, James Ramsey, participated in both the opening and closing festivities.

June 29 — First Contest Day

With possible weather deterioration to scattered thunderstorms by evening but with a predicted .5 cumulus cover with bases at 5000 feet by mid-afternoon, the first distance task was assigned—a 153-mile goal and return to Lima, Ohio, Airport, plus distance along a fixed course through Williams County Airport at Bryan, Ohio, from Adrian. The sky cover increased to overcast by 1500 and thermal strength was weak at best. Pilots who struggled and came down after short 50-mile shots, including Grosse and Schreder, could not profitably rush back and take second launches. The first run at Lima claimed six and only 13

"... yesterday 300 miles, over 600 on the free distance day. Frankly I hope it rains!"

Photo by George Uveges



rounded the turn. None returned to Adrian. George Moffat made 130 miles count for 1000 points. Wally Scott used 114 miles for second and 876 points, and Ben Greene 112 for 862. Mozer, Firth, Svec and Bikle also made more than 98 miles to start the high point group over 750.

Three ships were damaged—two in landing, one totally—but with no injuries. The two with minor damage returned to competition on the third day.

Notably missing from the contest, of course, were seven-time Champion Dick Johnson and A. J. Smith, both recently back from the Internationals. A.J.'s Sisu was damaged in England and was, sadly, not ready for a contest in A.J.'s home territory.

June 30 — Second Contest Day

Light precipitation had been absorbed overnight. A morning stratus left from a light frontal passage and the prediction of light thermals to near 6000 feet with light northerly breeze suggested moderate free distance possibilities to the committee. The 66 competitors were launched in 67 minutes into improving conditions. After five "relights" everyone disappeared to the south. Book began to be made on the chance of a rest day, if someone should make over 200 miles. Coapman and Schweizer trailed back in for relights, Schweizer's just before the line closed at 1709; they made 189 and 87 miles, respectively.

Some of the first pilot reports hinted that conditions had improved greatly. By 2100 a great arc of 90 degrees from West Virginia to the southeast through Kentucky to Illinois in the southwest was filled with pinpoint on the scoring chart—25 over 200 miles, and seven of these over 250 miles.

Dale May "blundered along," he said, in his Sisu 272.8 miles to the Louisville Omni Station, to take 1000 points.

Ben Greene landed at Lexington, Kentucky—980 points for 267.4 miles. England's John Firth, one of the unknowns in American competition, landed 257.5 miles out at Huntington, West Virginia. George Moffat was 249.7 miles south-southwest in Indiana. These three Austria SH-1 pilots now held the first three ranks for two days.

The other uncertain quality in American competition, Hans-Werner Grosse of Germany, began to remove some of the uncertainty by reporting his Ka-6E from Marshall, Illinois, 255.7 miles out, fourth for the day and fourth overall despite a weak first day. Dean Svec held on to sixth rank with 245.2 miles.

A rest day was well deserved—total miles flown was 10,675. This gave the hosts short notice but they laid on a hangar party for all hands, rested and hungry, on the evening of July 1st, complete with Mayor Bohn and pretty Nina Kohls to draw the door prizes. With good beer and a good dance combo "Twinkletoes" Grosse displayed his other threats to American competition.

July 2 — No Contest Day

With an approaching warm front, a speed dash to Richmond Airport at Gregory, Michigan, and return was called—79.5 miles. After a few launches and almost as many returns the task was cancelled. Light rain fell in the evening.

Rene Comte of Switzerland called in frustration from New York to report that his beautiful Diamant was firmly blocked by the dock strike.

July 3 — Third Contest Day

A bright sun promised a working day. The Committee set a speed dash to Van Wert, Ohio, and return—149.6 miles with a 20-knot crosswind but with moderate thermal strength and .3 to .5 cumulus sky predicted to raise to over 5000 feet. Few relights were needed after the main launching. The large number of contestants made for some congestion through the single starting gate, but there was little congestion coming back—only 15 of 68 starters made speed points.

Grosse reappeared first, calling in by radio to alert the timers, then

Bikle, Svec, Schreder and Moffat whistled through. Sorting out the elapsed times rearranged them as Schreder first with 35.35 mph for 1000 points, then Bikle, Grosse, Svec and Moffat for the day. The task had required reliance on dry thermals as low as 1800 feet to keep moving. Moffat, Grosse, and Svec displayed the consistency now required to stay on top.

Two repaired ships moved back into competition but one of the host pilots dinged his ship enough to put it out of the contest.

July 4 — Fourth Contest Day

Another speed task to the southwest — Bryan-Defiance, Ohio, Airport, then Branch County Airport at Coldwater, Michigan, and return, 143.7 miles—was set. Moderate to strong thermals were forecast into early .1 to .2 cumulus cover as high as 6500 feet, but with thin, high clouds moving in from the west by midafternoon to suppress heating. Launching of 67 ships was again very rapid, with no complaints about being launched ahead of the time chosen in pilot meeting. Only one relight was needed in a sky filled with clusters of sailplanes climbing for a dash through the neutral zone to the starting gate.

First to return with clearly the 1000-point time was Dean Svec in his Sisu at 44.28 mph, to put him within 93 total points of Moffat, who took second for the day with 40.70 mph. Firth, May, Schreder and Grosse then led a parade of 44 back through the timing gate. The large number of pilots completing the two speed tasks reduced the points available for mileage only on these two days, thus widening the overall point spreads. In the top ranks, however, consistently good performances were narrowing the gaps.

On the evening of the Fourth an Old Timers Banquet had been arranged at a nearby restaurant by Chuck and Millie Kohls of the host committee. Nearly 70 attended—pilots who entered soaring over 15 years ago, and their wives. Clever ceramic favors inscribed to each Old Timer, and to the wives, had been prepared by Millie as mementos of the occasion. Senior soaring citizens were Pop and Mom Krohne of Maitland, Florida, at the 1920-1930 table.

July 5 — Fifth Contest Day

Early cumulus formation with



Photo by S. A. Aldott (all rights reserved)

George Moffat, Jr., shown here in his Standard Austria SH-1, had one bad day during the Nationals—his last. Prior to that time he was in first place after every day's flying. The Austrias proved able to challenge the best sailplanes now flying, finished in top places.

moderate to strong thermals was forecast ahead of an approaching system of frontal thundershowers. Claybourn announced a goal to now familiar Van Wert, Ohio, Airport, and return, 149.6 miles, plus a final distance leg option. The launching team again outdid itself with the high clouds visible in the northwest. Soon after noon the pack had disappeared and by 1250 the first drops of rain fell. The Adrian turn panels were dutifully turned on the quarter hours but everyone thought it was just a damp formality.

Rain squelched several homely events planned for the holiday crowd, none as effectively, however, as the greased pig himself who simply refused to be chased and laid down 'til those crazy kids went away.

Suddenly, at midafternoon, a red Austria SH-1 whistled in under the gray overcast between rain showers, banked over the panels, and

slid back south. John Firth coasted nearly 29 miles more to make 178.3 miles worth 1000 points.

Grosse almost made it back to Adrian but the 35-mile gap in mileage from Firth meant nearly a 200 point gap in the day's points. Bob Semans covered a remarkable 137 miles in his 1-23H for third spot. Moffat and Svec stayed among the first 12, all of whom earned over 700 points for the day. The top three—Moffat, Grosse, and Svec—were within 2.9 percent of a 4535 total, with Firth a fourth.

July 6 — Sixth Contest Day

Claybourn's committee called for a 93.2-mile speed triangle—to Hillsdale, Michigan, Airport, then to Williams County Airport, Bryan, Ohio, and return—with weak thermals no higher than 4700 feet, and increasing cirrus patches from noon on, plus scattered altocumulus by 1800. A deteriorating day made it look like work, but there were lots of hard workers.

"A few more minutes before you take off, Dick," Angie Schreder tells her pilot. Dick's one 1000-point day earned him the care of the Stroukoff Trophy for another year, for the best goal-and-return performance, 35.15 mph.

Photo by S. A. Aldott (all rights reserved)



With 12 restarts required, 66 contestants left either through the timing gate, or with take-off roll time—an option always available. Bud Mears in his Prue Standard was first back from an early start with fourth best speed. Then Moffat came sizzling in with a speed of 33.31 mph for 1000 points and a slightly stronger hold on first place. Wally Scott brought his Ka-6CR in for the day's second at 30.25 mph, but Svec came in a close third for the day to hang onto second cumulative total. Grosse was 8th among the 17 who scored over 800 points. By 1630, 33 pilots had earned speed points and another five had faded agonizingly below the treetops to the southwest within three miles of their goal.

The stakes were all on the table—the top ten had to earn 700 or more points per day for the remaining days to stay in that group.

July 7 — No Contest

Deteriorating conditions on the 6th had become severe thunderstorms through most of the night. Wednesday was clearly impossible by 0900 and was declared no contest. It rained intermittently all day on the 7th.

Shirley Emons, Bettye Claybourn and Barbara Svec quickly organized a dinner downtown at the catering service which had served so famously at the hangar party. Everyone had a marvelous time. The night sky was clearing and the air was dry.

July 8 — Seventh and Final Contest Day

The chips were down and the

Among our guests at the 32nd Nationals was Hans-Werner Grosse of Luebeck, Germany. Grosse ran two miles before breakfast every morning and, when the contest was over, had accumulated the most points for flying — 6258. Ship is Schleicher's new Ka-6F

Photo by S. A. Aldott (all rights reserved)



Photo by S. A. Aldott (all rights reserved)

Bud Mears of Los Alamitos, California, shown here with his wife Beth, was one of 13 pilots to trailer from the West Coast. Bud flew his Prue Standard to 15th place.

sun was out. Moderate thermal strength and scattered cumulus at 6000 feet were predicted by noon. The possibility of scattered thunder showers to the northwest with cirrus and altocumulus byproducts led to selection of a 160.7-mile triangle to the northwest plus a final distance leg option from Adrian. Turns were made at Davis Airport, Lansing, and Brooks Airport, Marshall, Michigan.

Starting at 1010, 66 sailplanes were launched in 48 minutes with eight towplanes, one of which arrived late! A few relights were required but most pilots moved out on course in developing conditions.

A thundershower over Marshall brought down some of the slower ships in its shadow.

At about 1530 two fast-moving specks in the sky were identified as Grosse and Firth heading east-southeast over Adrian on the optional leg. Svec came over soon after on the same course. A total of 25 overflow, but May in his Sisu landed on the airport after a desperate search for local lift. The rest began reporting in along the Marshall-Adrian leg.

A gasp went up when Moffat was announced as down a scant 38 miles out, having chosen a final leg to the south, for a total distance of 198 miles.

After a hushed period the long-lines began to ring. Grosse had flown 284.1 miles to Brunswick, near Cleveland. Firth was at Lodi, Ohio, with 281.9 miles and Svec landed downwind at Oberlin with 265.7 miles. This was one for the calculator to sort out. Rechecking was completed by noon on the 9th.

Grosse edged Svec by 7 points and Svec edged Moffat by 9; the 26-point spread was 0.4 percent of the winning total.

The Awards

The Awards Banquet was held Friday night, July 9th, in the dining hall of Adrian College. Ward Mayrand presided over the ceremony. The following SSA awards were given for noncontest recognition:

The Tuntland Award to Hans Zacher of Germany for his technical paper on performance testing of sailplanes, accepted for him by Hans-Werner Grosse.

The Barringer Trophy for 1964 to

Al Parker of Odessa for his 647.17-mile world record distance flight.

FAI world record certificates to Wallace Scott, George B. Moffat, Jr., and Al Parker.

SSA's highest award, the Eaton Trophy, to Paul Bikle for outstanding contribution to soaring in the United States.

To begin the contest awards, special plaques were given to all contestants and SSA contest officials by the Adrian Area Chamber of Commerce. Keys to the city were granted to the foreign pilots—John Firth, Hans-Werner Grosse, and Rene Comte. The following competition recognition was given:

An Irving parachute donated by Midwest Parachute Co. to Dean Svec as first runner-up and a parachute donated by McElfish Parachute Service to Dale May for the longest straight-line flight. The traditional California and Texas flags were awarded to Paul Bikle of California as the highest standing pilot from either state by E. J. Reeves from southwestern U.S.

The Michigan Department of Aeronautics Trophy went to Rudy Mozer of Bloomfield Hills as the highest-standing Michigan pilot.

The Stroukoff Trophy went to



Photo by George Uveges

The 1965 U.S. National Soaring Champion, Dean Svec of Bedford, Ohio, in his moment of glory at the awards banquet, after having been presented with the Richard C. DuPont Memorial Trophy.

Richard E. Schreder for the best goal-and-return performance in the contest.

Hans-Werner Grosse received the Adrian Area Chamber of Commerce Trophy, as the highest standing foreign pilot, and the Standard Class Champion Trophy.

Dean Svec received the duPont Trophy as the 1965 U.S. National Soaring Champion.

OSTIV Standard Class Final Standings

1. Hans-Werner Grosse—Ka-6E	6258
2. Rudolph W. Mozer—Ka-6E	5465
3. C. Gable Ray—Ka-6CR	5216
4. Wallace A. Scott—Ka-6CR	5018
5. Kai Gertsen—Ka-6CR	4879
6. Wylie H. Mullen—Ka 6CR	4672
7. C. M. Mears, Jr.—Prue Standard	4612
8. John Bierens—Ka-6	4531
9. John J. Randall—Ka-6CR	4284
10. Robert F. Hupe—Ka-6CR	4256
11. Sigmund Eckert—Ka-6CR	4229
12. Carl D. Herold—Ka-6CR	4088
13. Neal Ridenour—Prue Sup. Std.	3804
14. Otto Zauner—Ka-6CR	3802
15. Bruce Beebe—Foka	3645
16. Charles K. Hauke—Ka-6CR	3537
17. Bill F. Sparks—1-23H-15	3467
18. Johann G. Kuhn—Ka-6BR	3450
19. Larry A. Philips—Ka-8B	3432
20. Joseph M. Robertson—Ka-6CR	3351
21. James W. Leland—Ka-6BR	3243
22. Robert A. Chase—Std. Aus. S	2977
23. Paul Pallmer—Prue Sup. Std.	2927
24. Richard N. Sisley—Ka-8B	2856
25. George Squillaro—Ka-6CR	2571
26. Richard T. Coapman—Ka 6CR	2523
27. Ray W. Jackson—1-23H-15	2310
28. John J. Hill—Ka-6CR	2151
29. Ernst A. Steinhoff—Ka-6CR	1727
30. Dale Anderson—Ka-6CR	1454
31. Walter K. Heerman—Ka-8B	1038
32. Edgar H. Seymour—Ka-6CR	578

The 32nd in Perspective

On the qualitative side, the 32nd Nationals displayed combinations of superb pilots and fine ships performing with such consistency that the smallest lapse was magnified. It is no reflection whatever on the pilots to say that the top three wound up in a dead heat, separated by scarcely more than the chance variances possible in the scoring system. Most of the top competitors are well known but one new performer of high rank is Air Force Captain C. Gable Ray, who makes the most of a Ka-6CR. Young Robert L. Semans again this year pushed his 1-23H performance beyond expectations for that ship. The Sisus were so widely scattered in rank that all one can say is that somehow it didn't handicap Dean Svec to be flying one.

At the other end of the scale the day is fast approaching when tighter entrance standards for the Nationals will be required to limit entrance to genuinely qualified

competitors and truly competitive sailplanes.

The advantages of well-equipped site and well-supported host group are now so obvious that SSA must provide the lead time necessary to make this quality of support effort possible.

Finally, an imaginative search is in order for events which raise spectator and public attention aspects of the contest without sacrificing safety or competitive standards. The public and the press would like to SEE soaring, not just be told "they went thataway."

Materials Available

The Soaring Society of America has a variety of items available on a free distribution basis, as follows (request by item number or name from SSA, Box 66071, Los Angeles 66, Calif.):

Item 3. FAI Soaring Awards Appl. Form.

Item 4. SSA Membership Appl. Form. (Postage-paid business-reply envelope.)

Item 6. "SOARING . . . The S.S.A. . . . and YOU" pamphlet. Tells about the activity, glider pilot certificates, how soaring is organized, SSA, and how to get started in soaring.

Item 7. List of Soaring Clubs (for each SSA region). Gives club addresses, meeting information, flying sites and contact persons. Specify states desired.

Item 8. List of Manufacturers and Suppliers of Plans, Kits, Partially-Completed and Ready-to-fly Gliders and Sailplanes—U.S. Manufacturer. Includes brief description of each sailplane, price, and manufacturer's name and address. New equipment only.

Item 9. List of Soaring Schools and Commercial Glider Operators in the U.S. (for 3 Zones, E., Central, W.). Gives location, equipment and prices, where known.

Item 10. List of Books on Soaring. Gives price, brief description and source.

Item 23. SSA Merchandise Order Form.

Item 24. Incorporation Procedures—Calif. Shows nonprofit clubs how to incorporate, with specific details for Calif.

Item 25. Suggested Bylaws for Soaring Clubs. For clubs being formed only.


Item 28. Used Sailplanes For Sale List. Latest revision date is August 3rd.

Item 38. How to Start a Soaring Club. Six pages of suggestions.

Item 39. State Soaring Records Rules and Application Form.

Item 41. SSA Chapters. Lists benefits and policies and tells how a club may apply for SSA Chapter status.

Item 42. List of Foreign Aero Clubs and Soaring Centers. Sources of information about soaring abroad.



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SOARING'S NEW EDITOR

The Soaring Society of America is pleased to announce that it has employed Mr. Richard N. Miller as the new full-time editor of *Soaring* magazine, to succeed the late Alex Dawydoff. Lloyd Licher, SSA Executive Secretary and former editor of *Soaring*, is serving as acting editor for this, the September, issue and will assist Miller with the next few issues as he gradually assumes full responsibility for the magazine.

In response to a request that he provide the readers with a biographical sketch of himself, Mr. Miller submitted the following:

Richard N. Miller

Born in Oak Park, Illinois, August 17, 1924. Spent early years in Hollywood and Chicago. Built models from a very early age and was an avid aviation reader. (Contributed many articles to *Model Airplane News* and *American Modeler*, once held Open Indoor Hand-Launch Glider record.) Just prior to and during early years of World War II worked as aviation mechanic at Embry-Riddle, Arcadia, Fla. (PT-17's) and Bainbridge, Ga. (BT-13's). Served two - and -one - half years in U.S. Navy, 20 months in Pacific Theatre in CASU 6 and CASU 32. Graduated A.M.M.2/C.

Attended Northwestern briefly following war. After an interlude in S.F. and L.A. continued schooling at Mexico City College (early 1950). Next five years, happiest of life, spent in Paris where 1, Attended the Sorbonne; 2, Married an Israeli Sculptress; 3, did dubbing and worked as bit player in films and



Richard N. Miller

early TV series (Captain Gallant & such like) with Buster Crabbe, Kirk Douglas, Anne Baxter, Sidney Chaplin and so forth; 4, Inspired by Kon Tiki, launched raft expedition (Ken-Tooki) which fell into hands of French Coast Guard off coast of Marseille (crew taken in on piracy (!) charge); 5, Changed to other side of camera and made a series of short films for French TV; and 6, Began writing.

Terminated this wayward existence in 1955 and returned to U.S. (NYC) absolutely determined to be a writer. Continued work in motion picture production and other labors better left undescribed in order to pursue destiny as writer.

First contact with gliding was building ribs for a sailplane taking shape in the basement of Baptist Church in Austin, Ill. (Chicago) c. 1939/40 (Joe Steinhauser, can you help?). Begain active soaring in 1948 with N.C.S.A.-Ames Club, then at Warm Springs, Calif.

(Ralph Salisbury, Les Arnold, Fred Matteson, Gabby Hansen, Earl Menefee, Ted Nelson, Harry Perl). First 75 hours in TG-3A. Owned Baker-McMillan Cadet II with Andy Tagliafico and Einar Enevoldson. Could race a cloud and lose. Continued soaring during French Wanderjahr with Aero Club de France where flew Grunau, Emouchet, Kranich, etc. Currently has commercial glider ticket (Steve Bennis felt generous one day) with about 400 hours. Has worked for Steve, and Les Arnold, as instructor.

Soaring editor of *Air Progress* magazine for last three years, contributed frequently to *Soaring*, *S&G*, *Australian Gliding*. Recently published *superfrabdelocious/etc./etc./etc. Year Book*.

Enjoys skiing, swimming and surfing and music, particularly Bach. As a matter of fact, wants to be a 17th Century Church composer when he grows up. Looks forward to the future with a sort of megalomaniacal intensity—especially after every look back at the past.

Long Soaring Flights

Information received by SSA indicates that the following soaring flights of over 150 miles have been made in the recent past.

May 15; Joseph Bearden, Jr.; 191 mi.; from Richmond, Ind., to Medina, Ohio; 1-23B; 4:35 hr.; to earn Dia. goal and Gold dist.

May 30; Charles Drew; 197 mi.; from El Mirage Field to Bishop, Calif.; BG-12A; 5:37 hr.; to earn Gold dist. and complete Gold badge.

May 31; Lee Brody; 210 mi.; from El Mirage Field, Calif., to Dry Lake, Nev.; 1-26; 6:00 hr.; to earn Dia. goal, Gold dist. and complete Gold badge.

June 18; Michael Greenwald; 188 mi.; from Naperville to Bloomington, Ill. and return; Std. Austria SH; 5:45 hr.; to earn Dia. goal and Gold dist.

June 24; Stephen duPont; 195 mi.; from Bryan, Ohio, to Madison, Ind.; HP-10; 5:07 hr.; to earn Dia. goal and Gold dist.

June 24; Michael Greenwald; 251 mi.; from Naperville to Columbia, Ill.; Std. Austria SH; 6:05 hr.; to earn Sil. dist. and complete Sil. badge.

June 24; Jim Hard; 230 mi.; from Naperville to Centralia, Ill.; Cherokee II.

June 27; Hal Bonney; 204 mi.; from El Mirage Field to Twenty Nine Palms, Calif., and return; Prue Super Std.; 6:33 hr.; to earn Dia. goal and Gold dist.

June 27; Helen Dick; 235 mi.; from El Mirage Field, Calif., to Coaldale, Nev.; Zugvogel IIB; 6:30 hr.; Dia. dist. attempt.

June 29; Woodward Cannon; 196 mi.; from Corning, N.Y., to Danbury, Conn.; 1-23H-15; 4:10 hr.; to earn Dia. goal and Gold dist.

July 4; Philip R. Platt; 199 mi.; from

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Wenatchee to Davenport, Wash., and return; Olympia; 7:45 hr.; to claim Dia. goal and Gold dist.

July 5; James LaFleur; 197 mi.; from Tehachapi, Calif., to Basalt, Nev.; Dart; 4:15 hr.; to earn Dia. goal, Gold dist. and complete Gold badge.

July 11; Ronald Chitwood; 200 mi.; from Wenatchee to Richland, Wash., via Sprague; Cherokee II; 7:17 hr.; to claim Dia. goal, Gold dist. and completion of Gold badge (not approved, photo techniques deficient).

July 15; Burton Meyer; 191 mi.; from Naperville, Ill., to Bloomington, Ind.; 1-23H; 5:55 hr.; to earn Dia. goal, Gold dist. and complete Gold badge.

July 17; Marion Griffith, Jr.; 324 mi.; from Rockwall, Texas, to Medicine Lodge, Kansas; Standard Austria; 6:55 hr.; to earn Dia. dist.

July 20; Robert B. Smith; 204 mi.; from Elmira, N.Y., to Dickerson, Md.; 1-26; try for Dia. goal (7 mi. short of Leesburg, Va.)

July 21; Walter F. Briggs; 215 mi.; from Utica, N.Y., to North Central State Airport, R.I.; 1-26; 7:10 hr.; to claim Dia. goal.

July 25; Hannes Linke; 318 mi.; triangle from Marfa, Texas; Zugvogel IIIA; 8:05 hr.; to earn Dia. dist. and complete Dia. badge (certified to West Germany).

July 25; John P. Miller; 192 mi.; from Marfa to El Paso, Texas; Skylark 4; 5:03 hr.; to earn Dia. goal and Gold dist.

Aug. 1; Paul Wilson; 261 mi.; from

Wichita, Kansas, to Lake Texoma Lodge, Okla.; Cherokee II; 6:36 hr.; try for Dia. dist.

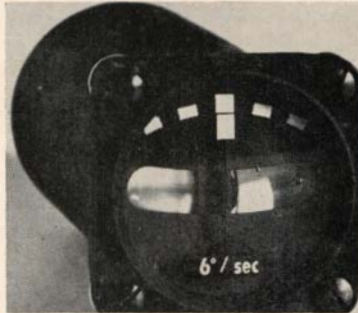
Aug. 1; James Struthers; 193 mi.; from Stanton, Minn., to Cedar Rapids, Iowa; Ka-6; 4:25 hr.; to claim Dia. goal and Gold dist.

Aug. 14; David McNay; 285 mi.; from El Mirage Field, Calif., to St. George, Utah; Prue Super Std.; 6:30 hr.; try for Dia. dist.

Aug. 21; C. M. "Bud" Mears, Jr.; 330 mi.; from El Mirage Field, Calif., to Cedar City, Utah; Prue Std.; 7:05 hr.; to claim Calif. state open goal record. Alan Cameron made the same flight that day in the 0-2, claiming New Zealand national

distance and goal records and Dia. dist. Two others were trying the same flight that day, Dick Lyon in a Ka-6CR and Dave McNay in a Prue Super Std., but they landed at Mesquite, Nev., about 260 miles out. Ray McAlpine flew the BC-12C 200 mi. from El Mirage to Dry Lake, Nev., that day to claim Dia. goal and Gold dist., also.

At Marfa, Texas, flying the Lilienthal Soaring Club's Zugvogel IIIA, Helmut Kanter flew 295 mi. to Truth or Consequences, N.M., on July 26, and 261 mi. to W. of Ft. Stockton, Texas, on Aug. 5, and Harry Wuenstel flew a 300-mi. triangle (missed a turn) on July 28, and went 303 mi. to Melrose, N.M. on Aug 4 in tries for Dia. dist.



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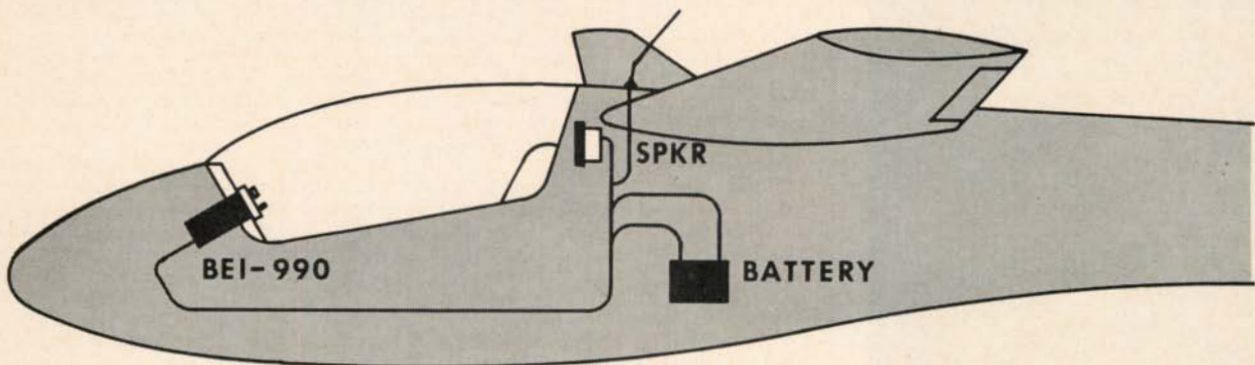
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Club News

Edited by BOB FULLER

Club reporters should submit items for this column to Robert H. Fuller, 4730 Chestnut St., Philadelphia 39, Pa. Please try to limit news to one page of double-spaced typing on a separate sheet as it might appear in print as regards capitals, indentations, etc.). Subject matter ought to cover that which is thought to be of general interest. Clubs with newsletters are requested to put Bob on the mailing list for same, in addition to Soaring.

Cedar Rapids Soaring Soc. 800 Knoll S.E. Cedar Rapids, Iowa

Eastern Iowa is off the ground with the newly formed Cedar Rapids Soaring Society, Inc. Initial organization is complete with nine full members and three associates, who are the proud owners of a 2-22 recently purchased in Wis., and trailered back to Cedar Rapids.

Operation will be from McBride Airport, two miles north of Cedar Rapids, and will be mostly auto-tow with some aero-tow possible. Later on we hope to try winch operations if things work out well.

The spark plug in organizing the club has been Bob Kellner, a former member of the Detroit Vultures, who now is vice president in charge of operations as well as the flying instructor. The other officers

are President, Denny Sprecher; Treasurer, Virgil D. Evans; and Acting Secretary, Beryl Layton. Dick Lenth and Ed Warns were instrumental in helping to get things rolling.

We have already accepted one more full member and three associates and we're sure more will join as soon as we really get going.

BERYL LAYTON

Philadelphia Glider Coun. Rte. 1, Box 315 Perkasie, Penn.

The Philadelphia Glider Council's Open House from 17 through 25 July was one of the most successful ever held.

Visitors included Bjorn and Britt Flo- den with their newly licensed HP-10; Bill and Mary Ellen Feldbaumer from Roanoke, with Bill taking the duration record of 8 hours and 15 minutes in his new Standard Austria; Nate Frank from Maryland; G. H. Christiansen from New Jersey and Bill Miller from Allentown, both of whom never miss an Open House. Tom Finch, from Santa Monica, who was participating in the model meet at Wil- low Grove Naval Air Station also dropped in to say hello.

The weather cooperated with our plans during the first part of the week. Two PGC members, Don Joyce and Rob Buck, qualified for their duration and altitude Silver badge legs (pending official confirmation). "Chris" Christiansen had the longest flight of the week—160 miles. Clark Rosenblum flew to Danbury, Conn., still after his Gold distance leg. Liv Morris landed in the Poconos.

Bill Ree, one of the newest PGC mem- bers, soloed the 2-22 one day and had a 2½-hour flight in it the next. That same day he took off for Danbury to retrieve Clark. Two days later he soloed the Cherokee that he and his brother John recently completed. Over the weekend our latest new member, Mark Pfeiffer, Ph.D., also soloed the 2-22.

Saturday night's excellent picnic, pre- pared by Kay Fox, Claire Agostini, Jean Herr and others was followed by award presentations by Art Millay, Open House task director. As a special desert, Mrs. Kenneth Hoser (Addie) performed hula dances as she learned them in her na- tive Hawaii.

Ed Cox, the Open House Committee chairman, had also arranged a film on you know what from SSA's film library. Ed can feel justly proud of the way the week of activities went.

H. S. HEPR

Texas Soaring Association 1514 Tulip Drive Arlington, Texas

We have been pushing several things very hard around here:

1. Our new clubhouse addition.
2. General equipment and condition.
3. Membership renewals.
4. Delinquent accounts.

We are ready to go on the clubhouse. It will be all brick, natural wood and windows. A thing of beauty and a joy to behold.

Our equipment is A-1. The Ka-7, 1-26 and 2 22 fly constantly when the weather is good. (\$150.00 worth one recent Satur- day—Sunday zilch.) The tow plane made

25 tows Saturday and the J-3 flies a lot too. The premises look great: clean and orderly. The grass is growing too fast because we've had a lot of rain. So we mow more than normal.

I'll work up an article for *Soaring* on the clubhouse, pictures and all. We have films every meeting and I plan that once the clubhouse is complete, every meeting will be short and sweet, followed by a party. Better I should say each meeting night party will be interrupted by a brief business meeting.

GEORGE E. CODER, President

SCHOOL NEWS

Holiday Soaring School Box 6 Tehachapi, California

Holiday Soaring School's 5th Annual 1-26 Regatta, held over the weekend June 19, 20, was blessed with some of the best soaring weather ever experienced in the valley. Visiting pilots were treated to a fairly common Tehachapi phenomenon—winds blowing in from both ends of the valley and converging near the field. Altitudes of 13,000 and 14,000 were the order of the day and almost everyone completed Saturday's task. One dust devil apparently passed over the city dump as newspapers were reported being sighted above 10,000 feet.

Dick Lehman, a newcomer to soaring, but not to aerobatics, entertained spec- tators with a spectacular demonstration of rolls, loops and inverted flight in a 1-26. Fred and Goldie Harris again hosted the traditional Saturday evening barbecue. Enthusiasm was only slightly dampened by premonitions of what the task committee would dream up for Sun- day in anticipation of another superb day. Fred had no dreams at all, having stayed up all night replacing a sick engine. It seems you just cannot depend on those power craft!

Sunday morning weather promised even better possibilities and the task com- mittee selected a speed task over a 31- mile triangle. The lift was slow in start- ing, however, and only a providential dust devil saved the committee from the tar and feathers brigade. Best times around the course were 43, 45, and 54 minutes. The speed task provided valu- able experience for cross-country flying and will probably be a part of all future regattas here.

Dave Nees retired the perpetual tro- phy by amassing the most points for the third straight year. Dave collected maxi- mum points for both days and also turned in the best time for the speed task.

Final results were as follows:

1. Dave Nees
2. Ed Musselman
3. Dick Lehman
4. Merle Rubel
5. Wayne Smith

Wayne Smith collected a fine sunburn in over 10 hours of flying during the two days. Mrs. Smith read "Gone with the Wind" twice while waiting in the lounge.

New Clubs and Schools

New soaring groups seem to be spring- ing up these days almost faster than you can write them down. Mr. Wilburn W. Martin, a long-time S.S.A. member, re- cently added a TG-3A to his fixed-base



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operation at the Municipal Airport, Abilene, Texas, and offers free tows with his 135-HP Super Cub to people wishing to make badge attempts from his field.

The Oak Brook Soaring Club was instituted earlier this year as an addition to the Butler Sports Preserve in Oak Brook Village, Illinois. The location is about twenty-five miles west of Chicago and the sports offered to members of the village, in addition to soaring, include fox hunting, golf, quarter horse racing, soccer, polo, archery and tennis. Corky White is the manager and chief flight instructor of the gliding department and works out of the Oak Brook Air Strip and the Aurora Municipal Airport. Equipment presently includes two 2-22's and three 1-26's.

Many new groups have sprouted up in California including a club in Indio and another, the Twentynine Soaring Club at Twentynine Palms. Equipment is currently limited to a 2-22 and flying to weekends. James H. Burgess (82-357 Mt. View, Indio) says that the stories of fantastic lift at the wartime site are not exaggerated and advises all interested parties that a tow plane is available at the Twentynine Palms Airport. Not far from Twentynine Palms, at Thermal, California, Mr. Jim Morrison is operating at the Desert Air Oasis (at the Thermal Airport) with a Shinn tug, a 2-22 and a 1-26.

Vic Swierkowski, who has been active with the Sacramento Soaring Club for many years, is now running a commercial operation at the Truckee-Tahoe Airport just north of Lake Tahoe in the High Sierras. Currently equipment includes a TG-3A and a PA-18 and although most of the flying is done on weekends the tow plane is available all week long. During the summer doldrums many pilots from the San Francisco area have been leaving their ships at Truckee-Tahoe and making the three-hour drive from the coast each weekend. Even on a bad day the dust devils go by with surprising regularity and climbs to 13,000 or 14,000 feet in thermals seem quite ordinary. Plans are afoot for the installation of a new runway, a glider operations office and the addition of new gliders. Information about Sierra Soaring, Inc., can be had by writing to Swierkowski at 213-26th Street, Sacramento 25, California.

Klemperer Fund Contributors

As mentioned in the May issue of *Soaring*, a Dr. Wolfgang B. Klemperer Memorial Fund has been established in the care of SSA so that those desiring to pay enduring homage to this great aeronaut could do so in the form of a contribution to the fund, in accordance with the wishes of his family. The SSA Directors have offered the fund to OSTIV, the international organization for scientific and technical aspects of soaring, so that they might establish a perpetual, international award in memory of Dr. Klemperer, who had been an OSTIV Director for many years. The exact purpose for which the

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award will be made each year is to be determined by the OSTIV Directors at their next meeting, early in 1966, and will be announced in *Soaring* shortly thereafter.

Those who have contributed to the Fund as of August 11th are listed below. Contributions as of that date totalled \$1399. Others wishing to contribute should make checks payable to "Klemperer Memorial Fund-SSA" and mail to SSA, Box 66071, Los Angeles 66, Calif.

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Canadian News

Edited by DAVE KING

Items for this page should reach Dave King, 56 Grenfell Crescent, Ottawa 12, by the 5th for the next month's *Soaring*. Photographs are welcome, but can not be returned. Copy should be about as you want it to read. Newsletters are welcome but we do not always have time to edit them into items suitable for *Soaring*. "Letters to the Editor" are invited.

Canadian Nationals

The National Championships were held at Pendleton, Ontario, between the 29th of June and the 8th of July. The contest was won by a former National Champion, Willi Deleurant, flying a Standard Austria. Second place and the Team Championships went to Mike Stoten and Ted Henderson of the Montreal Soaring Council who also flew an Austria. A total of 16 sailplanes entered but only half of these were present during the entire contest. It was felt that the U.S. Nationals, which were held at the same time, and the somewhat poor accommodations available locally kept the entry down.

The weather was superb. Seven consecutive contest days—June 30th to July 6—were sandwiched between one no-contest day at the beginning and two at the end. On two different days an out-and-return task of 187 miles was set and on both occasions it was completed by a number of pilots. For two of the pilots, Leo Smith and John Soulsby, finishing the round-trip flight was worth one diamond each. Dave Webb (Skylark 4) flew only one day, earned 1000 points for a 225-mile flight which was the longest of the contest. The longest flight on free distance day was 160 miles by Ed Henderson.

Third place went to the team of Boudreault and Bienada flying a Skylark 3B. Another 3B, flown by the team of T. L. and E. L. Smith finished fourth, followed by Glenn Lockhard (Foka) and a Ka 6 entered by George Stanley and Dave MacClement. Among the other competing gliders were four Skylark 4's, a Ka-6, a Ka-8, a Musger 23G and two 1-26's. We anticipate a full coverage in a future issue of *Soaring*.

Edmonton Soaring Club Box 293 Edmonton, Alberta

For once club members can not complain that Saturdays and Sundays have been the lousiest soaring days of the week. No Sir! They are no worse but unfortunately no better than the lousy weekdays. Spring and early summer has just not provided good soaring conditions on the western prairies.

Club spirit has not been lacking however, and perhaps at no time in the history of the club has it been so necessary. Following the unfortunate loss of our towplane our executive and particularly our president, Gordon Prest, went to no end of trouble to arrange for the rental of a replacement.

The TG-2 has been overhauled and rental arrangements of a TG-1 made for the entire season. Both of these aircraft will play a major part in the club's attempt to popularize soaring in the West. Twelve-hundred air cadets will be attending camp over a six-week period at R.C.A.F. Namao and the Edmonton Soaring Club will be standing by every day to provide a familiarization flight for every cadet who wishes to fly.

Many club members will be donating one week and in some cases even two weeks of their vacations to provide the number of qualified pilots necessary for such an undertaking.

We are also pleased to announce that the Don McLaughlin Soaring Trophy, instituted in memory of the late Don McLaughlin, will be available for annual competition. The regulations for its award require that the contestant be a member of any Alberta Soaring Club and that the flights involved start and finish in Alberta. The other regulations are available from our secretary.

And now to roll up our sleeves and give the air cadets a worthy introduction to the art and science of soaring.

EDWARD BELL

Montreal Soaring Council Box 1082, St. Laurent Montreal 9, Quebec

After the usual small numbers in the early part of the season, membership is building up, and our present complement is 120. Active sailplanes have increased since last year, and a Skylark II or IV or

one of the Standard Austrias takes off and disappears most weekends, sometimes to reappear after three or four hours, having completed a 200 km. triangle or some such task.

Gord Symonds, from Regina, and Bill Netherton gained their C's recently, and Gordie Hicks reached his Gold distance of Beaumont at 7000 ft. in his Sisu, but decided to land and claim his goal Diamond. Mike Watson flew for five hours, as did John Bisscheroux. On the distaff side Chris Pattinson made a 70-mile cross-country in a 1-26, and Sarah Murchison had her first hour's soaring flight, both worthwhile achievements.

Jan Lafeber, our chief towpilot, has organised a roster of 20 regular and standby towpilots, so the towing situation is much improved over 1964.

This year the club is employing Albie Pow as a full-time ground engineer. The recovered fuselages of our 2-22's are evidence of Al's professional ability.

A six-man syndicate took delivery of a Blanik in May, to make three of this type in the club, and members of the syndicate are all flying more than last season.

Charlie Yeates and Dave Webb flew a Skylark IV and the 17-metre Dart prototype, respectively, at the World Championship in England. Their final placings were 9th and 28th, in the Open Class.

Two M.S.C. sailplanes competed in the Canadian National Championships at the Gatineau Gliding Club at the beginning of July, so our representatives tour the world.

BOB GAIRNS

York Soaring Association Box 153 Don Mills, Ontario

A small ad in the local papers and a plug over the air produced much interest, many trial flights and varying degrees of enthusiasm but—few, if any, new members.

Maybe they saw or heard about our last aero tow! This jaunt was to have completed a day of guest riding by a ski club but ended in a very short cross-country flight when the Auster's engine choked over a few miserable paint particles and packed up at a mere 150 feet. The Auster's jockey promptly chopped the string and it was every man for himself.

The Doppelraab containing yours truly and a fair guest sneaked into a small field with no trouble, whilst the Auster bounced madly through the cemetery, breaking the undercarriage here, bending the prop there, and finally ran out of steam under a substantial looking hedge. The glider was quickly juggled out of the field and returned to base. But isn't there something incongruous about trundling a fully-rigged glider along a road? One feels so *conspicuous!*

With the Auster's repairs still incomplete the following weekend found us kicking the winch into life and achieving several four-minute flights plus the usual cable breaks due to the excessive wear by the gravel runways.

GIL PARCELL

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658. Gerald S. Neal; 1-19; Belwood, Ont.
659. Robert A. Mitton; Doppelrabb; Goodwood, Ont.

SILVER BADGES

152. Helmut Werneburg; Ka-8B; Brantford, Ont.
153. Bernard Wohlleben; Skylark 2B; Hawkesbury, Ont.
154. Lothar Schaub; Ka-6CR; Wenatchee, Wash.
155. Alfred J. Schmied; Ka-6CR; Wenatchee, Wash.
156. Willy Jackson; 1-26; Brantford, Ont.
157. Steve Burany; Ka-6CR; Brantford, Ont.
158. Jim Bader; M 100S; Brantford, Ont.
159. Trevor M. Owen; L-Spatz; Brantford, Ont.
160. Oscar Boesch; Ka-6CR; Bellwood, Ont.
161. D. A. Brown; L-Spatz; Brantford, Ont.
162. John Bisscheroux; Skylark 2B; Pendleton, Ont.

LEGS FOR GOLD BADGES

- Robert C. Gairns; Alt.; 1-23D; Estey, Vermont
Alfred Schmied; Alt.; Ka-6CR; Wenatchee, Wash.
W. Donald MacClement; Dist.; Ka-6; Brantford, Ont.

LEGS FOR SILVER BADGES

- B. G. H. Tempelhagen; Dur.; M-100S; Brantford, Ont.
Robert H. Boyle; Alt.; G.B. II; Winnipeg, Man.
Fred Wollrad; Dist.; Cherokee II; Winnipeg, Man.
Fred G. Cooper; Dist.; 1-26; Hawkesbury, Ont.
Herman Kurbis; Dur.; G.B. II; Warren, Man.

BOOK REVIEWS

SOARING INTERNATIONAL YEAR BOOK—1965, by Soaring International, Box 77334, San Francisco, Calif. 94107. \$2.50. 68 pages, 8-3/8" x 11", full color cover.

Here we have one of the most significant pieces of literature on soaring to come out of America in modern times. In a field where SSA has been predominant, the *Year Book* represents an individual entrepreneurial effort by Richard Miller to help satisfy the insatiable appetite most soaring enthusiasts have for reading material on the subject. It offers a wide variety of timeless articles, well written and easy to read.

Starting out with Al Parker's "1000 Km. in Zero Zero Zulu," his account of the world distance record flight, depth is added with a biographical sketch of Al and

"Some Notes of the Sisu" by Len Niemi, designer/builder of the ship Al flew, and interviews with the Sisu owners. That sets the theme for the 16-page article that follows on "World Distance Flying," a veritable chronology of the attempts to soar ever farther, profusely illustrated with the men and the machines that made soaring history.

Change of pace comes with "... Provocative . . . Paragraphs . . ."; "One-Class Soaring" by Lowell Yund, President of the 1-26 Association; "Shear Lines and Convergence Zones," by John Aldrich, noted met. man who has served in that capacity on the U.S. Soaring Team; a comprehensive article on "Soaring in Scandinavia"; a few pages about fiberglass sailplanes; more history with "Sir George Cayley's Gliders"; and, finally, 15 pages on "World Sailplane Production," discussing what's current and new.

All in all, a number of evenings of delightful, absorbing reading, for less than the cost of an average aero tow. The *Year Book* deserves a place in the library of every soaring enthusiast who values the printed word to supplement his personal soaring experiences. —L.L.

SIR GEORGE CAYLEY'S AERONAUTICS 1796-1855, by Charles Gibbs-Smith. 269 pages, 4 plates, 84 illustrations. Published by Her Majesty's Stationery Office, London. Available from Sales Section, British Information Services, 845 Third Avenue, New York 22, New York. \$6.00.

It is not too much to say that Sir George Cayley (1773-1857) invented the airplane as single-handedly as, say, Sigmund Freud did psychoanalysis or Thomas A. Edison the motion picture; that attendant to this he evolved what was unquestionably the first practical appreciation of such aeronautical concepts as dihedral, decalage and the relationship between the center of pressure and the center of gravity; that he built and flew the first heavier-than-air craft of which there is any authentic historical record (incorporating, it might be added, such refinements as box beams and sprung wheels); and that his overwhelming contributions to theoretical aerodynamics were ignored, his practical experiments overlooked and he himself forgotten as thoroughly as was old Bach following his death a century earlier.

This is perhaps saying a lot, but hardly too much. The 269 pages of Gibbs-Smith's new book dealing solely, as its title implies, with Cayley's contributions to aeronautics, seem hardly enough to enumerate his wondrous catalogue of achievements. And let it be noted that aviation was only one of the disciplines, although certainly the most noteworthy, in which Cayley exercised his genius, ballistic missiles and prosthetics being instances of his other interests.

No more could be said of the Gibbs-Smith book than that it does full justice to its subject. In it Cayley's aeronautical achievements (as well as his occasional shortcomings) are handled one by one, in chronological order. There is no attempt to inflate the story, which is quite exciting enough (if this sort of history is your cup of tea); and although the book is scientific in the best sense of the word the author avoids anything approaching that abominable scientificese in which so many such works are written.

The illustrations are excellent and provide a completely adequate accompaniment to the text. There are, in addition, a number of enlightening appendices and a thorough glossary and index. The book is bound in dark blue linen and solidly made.

Perhaps *Sir George Cayley's Aeronautics 1796-1855* could best be compared to Marvin McFarland's *The Papers of Wilbur and Orville Wright* which is to say that it is a very worthwhile book indeed.

— RICHARD MILLER

H-301 Libelle Licensed

On August 3, 1965, the H-301 Libelle, Manufactured by Glasfluegel, received its German airworthiness certificate and is now in full production.

This license is a milestone in sailplane technology and leads the way for other manufactures to follow in the footsteps of Ing. Eugen Haenle and his dedicated engineering staff. The merits of fiberglass were conclusively proved during one of the most rigorous test programs ever devised for a production sailplane.

There are more than a dozen Libelles now flying in Europe with U.S. orders at present numbering twenty-four. Deliveries for the U.S. have begun. The U.S. A.T.C. is in process. —P.W.

INTERNATIONAL F.A.I. BADGES FOR SOARING

Approved in the United States

Silver Badge No. 190A has been issued to John Serafin of Phoenix, Arizona, to correct an oversight in the record-keeping in 1953 when he completed his Silver Badge requirements.

The following corrections should be made to the approvals listed in the 7-65 issue:

Silver Badge No. 962. Frank M. Mel-sheimer (last name of Murphy listed in error)

Leg for Gold Badge omitted in error: Ronald A. Chitwood; Alt.; Cherokee II; Richland, Wash.

Legs for Silver Badges omitted in error: Charles Blodgett; Alt./Dist.; Cher. II William A. Prescott; Dist./Dur.; 1-26

The following corrections should be made to the approvals listed in the 8-65 issue:

Diamond Badge number assigned to Wallace A. Scott; U.S. No. 42, International No. 408

Diamonds for Gold Badges: Alex Smith's Diamond was for Goal, not Dist.

Legs for Gold Badges: Alex Smith's leg was for Dist., not Goal.

Leg for Gold Badge omitted in error: Carroll Klein; Dist.; 1-23; Richland, Wn.

Legs for Silver Badges: Charles Adams; Alt.; Ka-8B (omitted in error)

Erhard Benzing; Alt./Dist.; 1-26 (listed as Alt./Dur. in error)

Richard W. Rhinehart; Alt./Dist./Dur.; TG-3A (listed as 1-26 in error)

Louis Schnier; Alt./Dur.; Ka 8B (listed as only Alt. in error)

Lewis C. Tuttle; Dist.; 1-23 (omitted in error)

Approvals for Applications Received During the Month of July, 1965

DIAMOND BADGE COMPLETED

Hans M. Linke (certified to Germany, national and international numbers to be assigned)

GOLD BADGES

- 231. Charles M. Drew
- 232. Lee Brody
- 233. James K. LaFleur
- 234. Burton C. Meyer
- 235. Charles N. Adkisson

SILVER BADGES

- 988. William F. Harris
- 989. Eugene Grieshaber
- 990. Robert S. Wayt
- 991. Michael S. Greenwald
- 992. Lloyd C. Blanchard
- 993. Thomas Richter
- 994. Robert M. Davenport
- 995. Louis R. Schnier
- 996. Wayne G. Placek
- 997. Warren E. Price
- 998. Al Schillberg
- 999. Dale L. Cospser
- 1000. Douglas L. Barritt
- 1001. Sylvia C. Hamilton
- 1002. Samuel H. duPont, Jr.
- 1003. James H. Artz
- 1004. Clem Urbanski

DIAMONDS FOR GOLD BADGES

- Joseph N. Bearden, Jr.; Goal; 1-23B; Richmond, Ind.
- Hal Bonney; Goal; Prue Sup. Std.; El Mirage Field, Calif.
- Lee Brody; Goal; 1-26; El Mirage Field, Calif.
- Woodward Cannon; Goal; 1-23H-15; Corning, N. Y.
- Stephen duPont; Goal; HP-10; Bryan, Ohio
- Michael S. Greenwald; Goal; Std. Aus. SH; Naperville, Ill.
- Marion S. Griffith, Jr.; Dist.; Std. Austria; Rockwall, Texas
- William F. Harris; Alt.; Breguet 901; St. Auban, France (certified from France)
- James K. LaFleur; Goal; Dart; Tehachapi, Calif.
- Hans M. Linke; Dist.; Zugvogel IIIA; Marfa, Texas (certified to W. Germany)
- Burton C. Meyer; Goal; 1-23H; Plainfield, Ill.
- John P. Miller; Goal; Skylark 4; Marfa, Texas
- Malcolm D. Stevenson; Dist.; 1-23H-15; Middletown, N.Y.

LEGS FOR GOLD BADGES

- Charles N. Adkisson; Alt.; 1-26; Marfa, Texas
- Joseph N. Bearden, Jr.; Dist.; 1-23B; Richmond, Ind.
- Hal Bonney; Dist.; Prue Sup. Std.; El Mirage Field, Calif.
- Lee Brody; Dist.; 1-26; El Mirage Field, Calif.
- Woodward Cannon; Dist.; 1-23H-15; Corning, N.Y.
- Charles M. Drew; Dist.; BG-12A; El Mirage Field, Calif.

- Stephen duPont; Dist.; HP-10; Bryan, Ohio
- Michael S. Greenwald; Dist.; Std. Aus. SH; Naperville, Ill.
- William F. Harris; Alt.; Breguet 901; St. Auban, France (certified from France)
- James K. LaFleur; Dist.; Dart; Tehachapi, Calif.
- William E. Malpas; Alt.; 1-26; El Mirage Field, Calif. (certified to England)
- Burton C. Meyer; Dist.; 1-23H; Plainfield; Ill.
- John P. Miller; Dist.; Skylark 4; Marfa, Texas
- Jerald D. Morris; Alt.; Ka 6CR; Truckee, Calif.

LEGS FOR SILVER BADGES

- James H. Artz; Dur.; 1-26
- Herbert F. J. Bals; Alt.; 1-26
- Douglas L. Barritt; Alt./Dist./Dur.; L-K
- Marion L. Barritt; Dur.; 1-26
- Leland R. Beck; Dur.; 1-26
- Lloyd C. Blanchard; Dist./Dur.; 1-26
- Harry Bochow; Dur.; BG-12B
- Alexander G. Bodenstein; Dur.; 1-26
- Robert O. Buck; Alt./Dur.; 1-26
- Charles E. Campbell; Alt.; 1-26
- G. Michael Church; Alt./Dur.; M-100S
- William E. Clark, Jr.; Alt.; 1-26
- A. D. Ellsworth Coe; Alt./Dist.; Weihe
- Dale L. Cospser; Dist./Dur.; Ka-8B
- Robert M. Davenport; Dur.; Std. Aus. S
- Samuel H. duPont, Jr.; Alt./Dist.; 2-32
- Victor E. Feiler; Alt.; 1-26
- Floyd Finberg; Alt./Dist.; L-K/1-26
- Paul R. Foote; Alt.; 1-26
- George H. Frost; Alt.; 1-26
- Lawrence P. Garcia; Dur.; 1-26
- Michael S. Greenwald; Alt./Dist./Dur.; Std. Aus. SH
- Gene Grieshaber; Dist.; Baby
- Frankland O. Good; Alt./Dur.; 1-26
- Wallace S. Gustafson; Dur.; 1-26
- Kenneth E. Hamilton; Dur.; 1-26
- Sylvia C. Hamilton; Dist.; 1-26
- William F. Harris; Alt./Dist./Dur.; Breguet 901 (certified from France)
- Thomas Hutchins, Jr.; Alt.; 1-26
- Fred Huykman; Dist.; 1-26
- Donald Joyce; Alt./Dur.; 1-26
- Marlo V. Kiff; Alt.; 1-26
- Frederick R. Lawrence; Dur.; 1-26
- Jon LeRette; Dur.; 1-26
- Hans Luenger; Dur.; Condor 4-2
- Billy Masters; Alt./Dist.; Weihe
- Robert V. McNeill; Alt./Dist.; 1-26
- Ted Melsheimer; Dur.; 1-26
- Richard F. Merian; Alt.; 1-26
- Eugene Olah; Alt.; TG-3A
- Wayne G. Placek; Dur.; 2-32
- Jack Plato; Alt.; 1-26
- Warren E. Price; Dur.; L-K
- Roy Reabe; Dist.; TG-2
- Robert Sands Rehr; Alt.; 1-26
- Thomas Richter; Dist./Dur.; 1-26
- Richard R. Robinson; Dur.; 1-26
- Stanley M. Rowe, Jr.; Alt./Dur.; Ka 8B
- Frank Sanchez, Jr.; Alt.; 1-26
- Richard G. Sayer; Dur.; 1-26
- Al Schillberg; Dur.; Ka-8B
- David L. Schmitkons; Alt.; 2-22
- Louis R. Schnier; Dist.; Ka-8B
- David B. Sheldon; M.D.; Dur.; 1-26
- D. Wayne Smith; Alt.; 1-26
- M. David Stevenson, Jr.; Alt.; 1-26
- Ernest E. Tealey; Alt.; 1-26
- Dorothy R. Thomson; Alt.; Ka-6CR
- John B. Thuren; Alt.; 1-26
- Clem Urbanski; Dur.; 1-23H
- Brian W. Voth; Alt./Dist.; 1-26
- Donald S. Wasness; Alt./Dur.; 1-26
- Robert S. Wayt; Dur.; 1-26
- Kenneth H. Wheatley; Dur.; 1-23

SIERRA SOARING, INC.

AT TRUCKEE-TAHOE AIRPORT

Soaring every day. Tow pilot on duty.

RENTAL: Schweizer 1-26, Schweizer TG-3

2-32 fully instrumented for wave flying.

Instructions by appointment.

35 miles west of Reno on highway 40. Phone Truckee-Tahoe: (916)

587-4119. Business office address: 213 - 26th St., Sacramento, Calif.

Phone 447-7057.

During the past two months soaring has been from very good to terrific.

Corkleigh E. White; Alt.; 1-26
 Willard C. Wiley; Alt./Dist.; 1-26
 William M. Wiley, Jr.; Alt./Dist.; 1-26
 Ned Wilson; Alt.; 1-26
 Patricia G. Worthington; Alt.; 1-26 (certified to England)
 Leonard K. Yerger; Alt.; 1-26
 Alan J. Yund; Alt.; 1-26

ABC PROGRAM

NUMBERED CERTIFICATES ISSUED FOR ABC PROGRAM C BADGES

3153. R. Arthur Gaiser
 3154. Roy W. Boberg
 3155. Marion I. Barritt
 3156. James P. McCarthy
 3157. Roger L. Mell
 3158. Robert L. Roth
 3159. Louis R. Schnier
 3160. Leonard J. Cormier
 3161. Thomas A. Wade
 3162. Robert M. Cordray
 3163. James A. MacDonald
 3164. Lester J. Murdock
 3165. Nils Nordstrom, Jr.
 3166. James Hackman
 3167. Karl H. Krueger
 3168. Fred Huykman
 3169. John B. Thuren
 3170. Maurice W. Newcomb
 3171. Fortescue W. Hopkins
 3172. Frank E. Brinegar
 3173. Robert W. Schneider
 3174. Michael R. Opitz
 3175. Dorothy R. Prest
 3176. Dennis W. Kruckeberg
 3177. John H. Poor
 3178. John E. Gill
 3179. Elizabeth Geiselman
 3180. Ed M. Weaver, Jr.
 3181. Robert J. Mudd
 3182. Henry C. McDonald, Jr.
 3183. Oscar W. Haffke, Jr.
 3184. Gene V. Poteet
 3185. Gilbert Elliot
 3186. Roscoe Niffenegger

F.A.I. Awards Caution

Recent experience in processing applications for FAI soaring awards indicates that a few points should be emphasized here to help prevent some future claims being disallowed that might otherwise be approved.

1. Try to use a late edition of the application form, available on request from SSA. It is most complete, including on the back a declaration form and a check list which should be followed before submitting an application.

2. Read and know the rules and procedures concerning these awards, last published in the February, 1964, *Soaring* (reprints available as SSA Item 15, 10c each).

3. Your SSA Official Observer is important to you. Check his qualification to act in that capacity (holding a Sporting License is *not* a qualification). He should sign at least *twice*, the application form, thereby attesting to the information it contains, *and* the barogram (or separate statement of continual observation for duration flights). The Observer who signs the form should be the same one that seals the barograph, supervises its installation in the sailplane, breaks the seal, measures the trace against the calibration chart for the barograph, and enters the figures on the barogram and form.

4. Photo techniques. The FAI Code (section 3.2.8) is quite specific about minimum conditions for using photographic methods, including the following: the film must be unused; the camera must be sealed; the first and last photos *must* be of the *same* declaration notice, showing the time each photo was taken, and be taken by the same Observer. Blackboards have inherent drawbacks in this regard. When photo techniques are used, the Observer should submit a statement describing the technique (who did what, when, where and how). Some Observer who knows the aerial features of the turn point should submit a certificate stating that he knows the point and that the film shows that a simple turn was made around the point (this is best done on the backs of prints made from the film).

5. The distance penalty/1% rule has been changed, as announced in the Dec., 1964, issue of *Soaring*. Essentially, it is now thus: If a distance flight up to 62.14 mi., loss of height between *release* and *landing* must not have exceeded 1% of distance flown; if over 62.14 mi. and loss of height is in excess of 3281 ft., a distance penalty of 30 times the excess applies. Some typical distances/1%'s are as follows: 31.1 mi./1642 ft.; 35 mi./1848 ft.; 37.9 mi./2000 ft.; 40 mi./2112 ft. For every mile farther a pilot flies, he can release 52.8 ft. higher. Be extra aware of this on those "short" Silver badge distance flights. —L.L.

Calendar

Items listed in bold-face type are to be sanctioned by SSA.

Oct. 9-31. Annual Fall Wave Soaring Encampment, Warren-Sugarbush, Vt., Airport.

Oct. 21-23. National Aeronautic Assn. Annual Meeting, Mayflower Hotel, Washington, D.C.

Oct. 29. CVSM Meeting, Paris, France.

Nov. 11-14. 1st International Aero-Classic, Palm Springs, Calif., Municipal Airport. Includes sailplane demonstrations.

Nov. 13-14. Fall Soaring Rally, Sebring, Florida.

Nov. 13, 14; 20, 21. Wave Soaring Camp, Cumberland, Md., Municipal Airport.

Nov. 25-27. Snowbird Soaring Meet, Harris Hill Gliderport, Elmira, N.Y.

SUGARBUSH

OCT. 9-31st

ANNUAL FALL WAVE SOARING ENCAMPMENT

A new airfield and soaring center . . . out of the woods and up on the hills.

A better-than-ever location . . . in the heart of the Sugarbush-Mad River Valley resort area "Under The Wave Window."

For complete information on facilities and accommodations, etc.

SUGARBUSH SOARING, WAITSFIELD, VERMONT



SOARING YEAR BOOK — 1965

Articles on World Distance Flying, Shear-Lines, Fiberglass Revolution, Al Parker, Sisu, Cayley's Gliders. World Sailplane Production, Soaring in Scandinavia. — by C. H. Gibbs-Smith, John Aldrich, Len Niemi, and others. — 68 pages, full color covers. \$2.50 postpaid.

SOARING INTERNATIONAL

Box 77334, San Francisco, Calif. 94107

CLASSIFIED ADVERTISING

Classified ad rate is 15 cents per word. Closing date, 12th of the preceding month. Make checks payable to SSA and send with ad to SOARING, Box 66071, Los Angeles, Calif. 90066.

SAILPLANES FOR SALE

H-301 LIBELLE open class fiberglass sailplane. Outstanding performance, light weight, and maneuverability. Flaps, retractable wheel, water ballast. German ATC issued. U.S. ATC in process. 1966 delivery positions available. Write Thomson Wessel, 11356 Chenault Street, Los Angeles, Calif. 90049.

HP-11, \$6500 with trailer, no instruments. HP-12, \$6950 with trailer, no instruments. HP-11 wings, \$2950. R. E. Schreder, Bryan, Ohio. 419-636-1340.

1963 SKYLARK 4—\$5750 with trailer and instruments. Total time 110 hours, never damaged. Bob Smith, 1046 Manor Lane, Bay Shore, New York.

15-METRE Slingsby Dart (with C-of-A to August, '66) and trailer, \$4890 F.O.B. Liverpool. Instruments and additional equipment will be fitted by Slingsby at cost. D. M. Kaye, 99 Chestnut Drive, Sale, Cheshire, England.

STANDARD AUSTRIA, fully instrumented with trailer. Leslie J. Benis, 5845 Melvin Ave., Tarzana, California. Phone 345-2164.

STANDARD AUSTRIA S 1963, covered trailer, instruments, including 4-v T&B, Crossfell variometer, oxygen system. Recent license, \$5200. Robert Chase, 12140 Foothill Lane, Los Altos Hills, California. 948-0522.

STANDARD AUSTRIA SH. Factory trade-in on SHK. New, March, 1964. Late model with Eppler airfoil, in excellent condition. Immediate shipment. FOB NYC, duty paid, \$5465. Motorless Flight Enterprises, 125 Farmstead Lane, Glasontbury, Conn.

STANDARD AUSTRIA SH-1. Eppler airfoil, retractable gear, delivered in U.S. in March, 1965, hand-rubbed white with blue trim. Funds will help two girls in college this year. Without instruments, \$5,900. Enclosed trailer, \$500. William Holbrook, 408 Washington St., Cumberland, Maryland. 301-722-5535.

PLANES in fine condition: SZD-22 C Mucha Standard, U.S. \$3100. SZD-24 Foka, U.S. \$4400. LO-150, U.S. \$4150. All CIF U.S. east coast harbor. Expoga, Box 229, Arhus, Denmark.

MINIMOA. Last one of 55 built by Wolf Hirth, for his private use. One of 7 still flying. Time by Hirth unknown; since 1954, 94 hours, 224 flights. Beautiful lines, gull wings (see 5-64 *Soaring*, p. 26). 2 fps min. sink, 30:1 L/D at 47 mph, 57-ft. span. Includes covered trailer. Instruments, oxygen and parachute extra, rather not sell. Important that sailplane comes into good hands. Klaus Rudolph, Torstrasse 9, 2370 Rendsburg, Germany.

GW-1 FOR SALE. 29:1 L/D. All metal. Picture May, 1964, *Soaring*. \$2600.00. No trailer. E. E. Whigham, 3662 Park Blvd., San Diego 3, Calif.

SL-1, \$2250 without trailer or instruments. Description in May, '64, *Soaring*. Automatic control hook-up for quick assembly. Wings and tail interchangeable with L-K. Grade A fabric 1963. Always hangered. Should ride L-K trailer. Top performance for dollar. Sidney M. Yahn, 5304-B Vine, Ellsworth AFB, South Dakota. Phone 923-2312.

L-SPATZ 55, N9221Z, recovered with Ceconite in 1965. Nova-Tech transceiver, electric T&B, 2 variometers, air speed indicator, altimeter, compass, trailer. \$3795. E. Katinsky, 1517 Riende Lane, La Canada, California.

BG-7 — Excellent condition, instruments and trailer. \$1750. D. R. Brookfield, 10703 Wheatland, Sunland, Calif. 213-353-6996.

FOR SALE: BG-7. Excellent condition. Trailer. Instrumented for cloud flying. L/D 22:1. \$1400. J. K. Jaynes, 2241 Tokalon St., San Diego, Calif. 92110.

FOR SALE: Schleicher Ka-8B, kit-built, Buterate finish, Schweizer trailer tarp covered, complete assembly plans. Some instruments. Crossfell vario with total energy and audio. Always hangered. Licensed to July, 1966. A. Aebig, 13 Marion Road, Montvale, New Jersey. (201) 391-3182.

1-23 STANDARD with trailer and instruments. Excellent shape. John Dezzutti, Box 458, Vero Beach, Florida.

CHEROKEE II—Stan Hall's personal sailplane. Trailer, instruments, Grade A. Always hangered. Fresh license. \$2300. 1530 Belleville Way, Sunnyvale, Calif. Ph. 408-245-1741.

CHEROKEE II with Crossfell variometer, glider airspeed, parachute, trailer. Licensed to March, 1966. \$2,000. Donald Showalter, 1322 Riviera Dr., Redding, California. 916-241-2309.

1-26A with trailer and instruments. Price, \$3200. Ed Musselman, 751 Calle Yucca, Thousand Oaks, Calif. 805-498-2610.

SCHWEIZER 1-26 (new, 10:00 hours TT) with new factory trailer and fiberglass PA-12 tow plane with factory & FFA-approved hitch; both licensed 9/66: dealer's cost, \$10,000. Will sacrifice, \$5900; can finance. South Central Corp., RFD #2, Sterling, Virginia. Phone 703-437-233 Evenings.

FAUVEL AV-36, with wheel, excellent condition, 2 years old, C-of-A valid until May, 1966, fully instrumented, barograph, parachute and trailer, fully aerobatic, always hangered. \$2400.00 or best offer. Martin Steinhilber, Box 441, Shellbrook, Sask., Canada.

BABY BOWLUS, with trailer, licensed to June, 1966, \$900 complete. Philip Bent, 359 Westbourne St., La Jolla, California. 459-4918.

1-19 Schweizer. New wings and fabric, full panel. Friendship Field, Carman, Manitoba, Canada.

SCHWEIZER 1-19 with trailer, instruments, canopy, and August annual inspection. E. R. More, 8 Wescott Rd., Simsbury, Conn.

D-8 and trailer still for sale. \$400. Call Klaus Hill, Salt Lake City, 255-8058, evenings only.

CONDOR 4-2 high-performance 2-seater. \$3400, or trade for high-performance single-place. Hans Luenger, 4649 Grayton Rd., Cleveland 35, Ohio.

FLATTOP LK-10A, excellent condition, good performance, covered trailer. \$2000. Box 8113, Red Deer, Alberta.

TG-2 with trailer, Ceconite wings, tinted canopy, dual panel. Financing available. \$2750. 213-639-6936.

2-22E—New, Ser. 189. Less than 5 hrs. Wind damage. All damaged parts replaced. \$3350.00. C. W. See, Jr., 730 Cold Springs Rd., Baldwinsville, N.Y.

2-22E, 1964, excellent condition, never damaged, with rear cockpit door and window, wing-tip wheels, air vent, wheel cover, and instruments, \$3,750.00. With Schweizer trailer, \$4,200.00. St. Louis Soaring School, 3465 Giles Ave., St. Louis, Mo. 63116. (314) PR 6-1138.



FOR SALE: MODIFIED PRUE STD., SER. NO. 3, N9730Z

54-ft. span, 23/1 Aspect Ratio, Epoxy-filled and painted wing. Experimental license (home-built) to May, 1966. Flown 450 hrs. Longest flight 557 miles, 5th place at Adrian. Price: \$4500 for ship, trailer \$400, instruments at 50% of new price, chute \$35, 5-channel Skyrafter \$125. Take your pick.

Paul Bikle, 44926 N. Raysack, Lancaster, Calif.

SAILPLANES WANTED

GLIDER in \$3,000 range. Metal 1-26 with trailer, 1-23, or Ka-6. Cash or trade with 1961 VW, value \$900, or exceptional 1963 Porsche, value \$3,600. Box 531, Provo, Utah.

WANTED: Ka-7 with trailer. Send particulars. Mert Musselman, 233 Belle Isle View, Riverside, Ont., Canada.

WANTED—Right wing for TG-3. Good condition. Jan Huelle, P.O. Box 14, Olympic Valley, California 95730.

WANTED: Baby Bowlus pod, any information will help. Phillip Bent, 359 Westbourne St., La Jolla, California. 459-4918.

WANTED: Wheel and brake assembly for Pratt-Read; also, transporting trailer. Peterson, 707-437-2900.

PLANS AND KITS

BG-12B "U-Build-It" kits 1-5. Includes finished, FAA-inspected tail surfaces, all necessary plywood and spruce to finish ship, many extras, less plans. Write for details. J. H. Gray, 173 Deerland Ave., Painted Post, N.Y. 14870.

WANTED: Plans for Cherokee II. P. W. Wamsley, #6 High St. Ct., Urbana, Illinois.

WINCHES, TRAILERS

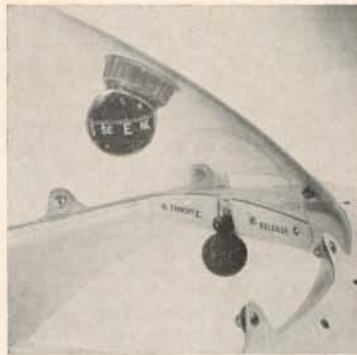
GEHRLEIN AIRCRAFT CO—Mfrs. of sailplane winches and trailers, auto tow pulleys and soaring supplies. Write for information. Thermal-G Gliderport, R.D. #4, Hamot Rd., Waterford, Pa. 16441.

INSTRUMENTS

BURTON Total Energy compensators now in stock. \$13.50. Thomson-Wessel, 11356 Chenault, Los Angeles, California 90049.

CROSSFELL electric variometers, \$95; audio attachment, \$45; Canadian agent, C. D. Thompson, 305 Metcalfe St., Apt. 605, Ottawa 4, Ontario.

RAINCO has a few Minivar instruments which have been traded in on other equipment—2 only brand new, including audio, total energy, all cables, instructions \$165. As above, virtually new, \$155. B-3 Accelerometers, 3-needle type, \$12.50. Kollsman long-case sensitive rate-of-climb 0-2000 fpm linear, overhauled FAA certified, matte white dials, \$85. Kollsman long-case, 0 2000 R/C expanded scale type \$70. R. C. Allen 24-volt DC T & B matte white dials, certified, run on 12 volts for reduced sensitivity for sailplanes \$70.00. 2 only, MB-1 Artificial Horizons, overhauled, greatly improved version of J-8 \$200. 2 only, G.E. 8KDIAB electric, overhauled DG \$200. MB-1 and DG's operate from Rainco TI-120 Inverter, price \$69.50. 12-volt, 10-cell, 6AH NiCad Batteries, surplus, tested and charged \$49.50. RAINCO, BOX 16006, Phoenix, Arizona 85011.



NEW FROM GERMANY

The "Lufft" spherical compass. Fully floated movement operates in any position, even on the inside of your canopy.

2 Inches Dia. 3 Ounces

\$10 POSTPAID

Dealer Inquiries Invited

GRAHAM THOMSON & PETER WESSEL
11356 Chenault Street, Los Angeles, California 90049

ALTIMETER: New, latest JET AIR-LINER Kollsman. Drum type, 50,000 foot. Extra sensitive. \$78.50. ACCELEROMETER: 3 needle, recording type, Burton, 2 1/4" size, \$16.50, Kollsman, 3 1/8", \$9.50. BANK INDICATORS: \$2.50. Add 5% postage. Write for list of other items. Claude Gray, 9635 Sylvia Ave., Northridge, Calif.

MEMPHIS Rate-of-Climb, \$100.00; also, long-case Kollsman 0-2000 FPM, \$75.00. Thomson-Wessel, 11356 Chenault, Los Angeles, California 90049.

PARACHUTES—Special offer fellow "Glider Guiders." New government surplus, soft, flexible back packs—quick-fit ejector snaps on nylon harness. Easy adjustment any size in two seconds. Get out of harness with one hand. Weighs only 17 1/2 lbs., 25" long, 15" wide and 2" thick. This is the chute worn by most SOARING pilots weighing 125 to 225 lbs., all over the world. Write for special deal. McElfish Parachute Service, 2615 Love Field Dr., Dallas 35, Texas. A member of SSA and TSA 16 years.

RADIOS

SKYCRAFTERS TRV-128A transceiver, late model, 6 xtals, on shock-mounted base for quick installation and removal. Plus spkr. for remote mounting. \$385. J.G. Anthony, 30 Prospect Hill Rd., Lexington, Mass.

BAYSIDE—All models, up to ten-channel 901, soon the 100-channel automatic Omni 800. Trades wanted. Demonstrators. Extended terms available. OK, prizes; every 3rd buyer gets a choice. Reverse charges to order, 753-1462. Marine Associates, 311 Main St., Worcester, Massachusetts.

SKYCRAFTERS TRV-128A completely remanufactured at factory to meet latest FCC specs. Price includes crystals for 121.5, 122.1, 122.5, 122.8 & 123.3 Mc., mounting bracket, speaker, antenna and fresh battery pack. \$225.00 Thomson-Wessel, 11356 Chenault, Los Angeles, California 90049.

PARACHUTES

Special for Gliders—Extra thin 26' back parachute, weight 18#, 2" thick, quick-fit snaps, soft nylon harness, new surplus—\$75.00. 28' thin backs, 3" thick, weight 25#, quick-fit harness—\$75.00. 24' thin back, 3" thick, weight 22#—\$60.00. All new nylon surplus. Latest release. FAA-approved, packed and guaranteed to fit man and sailplane. 27 years experience—Export orders. MIDWEST PARACHUTE, NOVI, MICH.

PARACHUTE: 26' thin back, 18#, 2" thick, brand new, would not fit my glider, \$60. Phillip Bent, 359 Westbourne St., La Jolla, Calif. 459-4918.

SOARING SCHOOLS

SOAR YEAR ROUND. Send \$.25 for information on Briegleb School and BG-12B High Performance sailplane plans and materials. Sailplane Corporation of America, El Mirage Field, Adelanto, California.

Say you saw it in *Soaring*

COURSES—Complete beginners & power pilots. SUPPLIES—Book, instruments, tow equipment. SALES—Schweizer dealer for Southern Calif. SERVICE—Repairs, wood or metal re-covering. Holiday Soaring School, Tehachapi Airport, Tehachapi, Calif. TA 2-3736.

PUBLICATIONS

Interested in home-built aircraft? Read *Sport Aviation*, monthly magazine of the Experimental Aircraft Assn. Receive it as a Member \$10/yr. or Jr. Member (age 18 and under, \$5/yr.). EAA, 9711 W. Forest Park Dr., Hales Corners, Wis.

BACK ISSUES: The following back issues of *Soaring* magazine are available at 35 cents each or four for \$1.00 for issues over six months old (specify alternates, no refunds, only magazines) from SSA. Box 66071, Los Angeles 66, Calif.: J-F 42, N-D 43, N-D 44, N-D 45, J-F 46, J-A 46, M-J 47, J-A 47, S-O 47, N-D 47, J-F 48, M-A 48, P-A 48, S-O 48, M-J 49, M-J 50, S-O 50, N-D 50, M-A 51, S-O 51, N-D 51, J-F 52, J-A 52, N-D 52, M-J 53, M-J 56, S-O 56, M-J 57, 9-59, 10-59, 3-60, 10-60, all of 61 thru 65 to date EXCEPT 5-61, 10-61, 1-62, 2-62, 4-62, 6-63, 7-63 and 10-63. Price of May, 1964, issue, 50c.

SOARING books. Log books. Zweng Aviation books. Navigation equipment. (Free Catalog.) Pan American Navigation Service, 12021 Ventura Blvd., North Hollywood, Calif.

"Directory of All Active Sailplane Models in U.S." (114 photos, specs, performance, statistics; 5-64 issue of *Soaring*), 50¢; "Soaring in America" illustrated pamphlets, 20¢ (10 or more, 15¢ ea.); "American Soaring Handbook," Chap. 2, Training, \$1.75 (\$1.50 to SSA members)—Chap. 4, Airplane Tow, \$1.00 (\$.75 to SSA members)—Chap. 6, Cross-Country & Wave Soaring, \$1.50 (\$1.25 to SSA members)—Chap. 7, Equipment I, Instruments & Oxygen, \$1.25 (\$1.00 to SSA members); "50 Modern Sailplanes" (in German), photos, specs, 4"x6", \$1.50; "Soaring Year Book—1965," pub. by Soaring Int'l, \$2.50; "Southland Weather Handbook" by John Aldrich (for So. Calif.), \$2.00; "FAI Soaring Awards Rules & Procedures," 10¢. Order from SSA, Box 66071, Los Angeles 66, Calif.

READ *Australian Gliding*, official monthly publication of the Gliding Federation of Australia. Annual subscription, \$4.25. Box 1650M, G.P.O., Adelaide, South Australia, Australia.

MISCELLANEOUS

WANTED: One full-time clerk-typist for headquarters office of the Soaring Society of America at Santa Monica, Calif., Airport. Starting salary, \$72/wk. Call for appointment. 213-298-9894.

FLY the Blanik—Elsinore (Calif.) Club expecting delivery in January—have 1-26 now. Limit 16 members. Call Tom Rathbone (213) VE 8-6785.

SAILPLANE MODELS: 1/48-scale balsa kits, Skylark 4; Sisu 1A; L-K; Schweizer 2-32, 1-26, 1-23, 2-22, TG-3A; BG-12; Minimoa; Baby Bowlus; Zogling; Pruffling. \$1.25 each, 3 for \$3.00. Schweizer 2-22 flying model, \$3.95. AWARD MINIATURES, Box 127, Federal Way, Washington 98003.

CANADIANS—have your Schweizer 1-26 built this winter for next season's soaring. Valley Sailplanes, RR #1, Manotick, Ontario, Canada.

SOARING MERCHANDISE: SSA silver lapel buttons, \$1.00; SSA decals, 3-in. 10c, 5-in. 25c, 10-in. 50c; SSA Trophies and Awards Handbook, free to full Members, \$1.00 to others; SSA sew-on emblems, 65c; for FAI award holders, C sew-on emblems, 60c, Silver Badge sew-on emblems, 60¢, Gold Badge sew-on emblems 60c; binders to hold 12 issues of *Soaring*, \$2.50; glider pilot log books, \$1.00; sailplane log books, \$1.00; barograph seals, 2c ea. (min. order is 5); aircraft safety pins, 5c ea. (min. order is 10); SSA Item #37, List of Foreign Sailplanes Available, 10c; posters to advertise soaring, 10c; SSA Zippo cigarette lighters, \$3.50; post cards (photo of 2-32), 10c (10 or more, 8c each); 7"x7" SSA glass tray, \$2.00; 1965 SSA wall calendars (12 photos in color), 50 cents; "Diamond" crown pieces for Gold Badges (see ad on pg. 28 of 4-64 *Soaring*); Coordinates for 9 Wortmann airfoils (see pg. 16 of 1-64 *Soaring*), 25¢. Order from SSA, Box 66071, Los Angeles 66, Calif.

SAILPLANE LEASE PLANS: New Schweizer sailplanes available for operators or clubs, short or long term, some plans include purchase options. Du Pont Aero Finance, Box 1367, Miami, Florida 33148.

FLY, BUT NOT TOO HIGH! Build a POWER BREEZE air cushion machine. Flies you to 15 inches off the ground to 25 mph. Construction costs about \$300. No welding—Wood and Bolts! Drawings for \$5.00. 8139 Matilija, Panorama City, Calif.

BEAUTIFUL hand-made soaring trophies, jewelry and gifts. Price list on request. Gehrlein Aircraft Co., Thermal-G Gliderport, R.D. #4, Hamot Rd., Waterford, Pa. 16441.

RADIO RULES CHANGED

All soaring pilots who use or contemplate using radio in their soaring activities will be interested to learn of recent changes to the rules governing such operations. Largely as a result of efforts by Tom Page and the Soaring Society of America, the Federal Communications Commission has amended its Rules and Regulations, Parts 2 and 87, with regard to stations licensed under Subpart H—Part 87, Aviation Services, as follows (reference Docket No. 15929):

1. Part 2, A, 2.1, delete definition for "Flying School Station"; add "Aviation Instructional Station: A land or mobile station in the aeronautical mobile service used for radiocommunications pertaining to instructions to students or pilots while actually operating aircraft or engaged in soaring activities."

2. Section 2.106, Table of Frequency Allocations, entries "Flight test; flying school" in column 11, opposite the frequencies 123.1, 123.3 and 123.5 Mc/s in column 10, amended to read "Flight test; aviation instructional"; footnote US33 amended to read as follows: "US33 The band 123.075-123.555 Mc/s is for use by flight test and aviation instructional stations."

3. Section 87.5, definitions "Flying School Aircraft Station" and "Flying School Station" deleted; add "Aviation Instructional Station: A land or mobile station in the aeronautical mobile service used for radiocommunications pertaining to instructions to students or pilots while actually operating aircraft or engaged in soaring activities."

4. Section 87.123 is amended to read as follows: "Permissible communications. All ground stations in the Aviation Services shall transmit only communications for the safe, expeditious, and economical operation of aircraft and the protection of life and property in the air; *provided, however*, that aeronautical public service stations, aeronautical advisory stations,

aeronautical multicom stations, aviation instructional stations, and Civil Air Patrol land and mobile stations may communicate in accordance with the particular sections of this part which govern the operation of these classes of stations, and any station in the Aviation Services in Alaska, regardless of class in which licensed, may transmit messages concerning sickness, death, weather, ice conditions, or other matters relating to safety of life and property if: (a) There is no established means of communication between the points in question; (b) No charge is made for the communication service; and, (c) A copy of each message so transmitted is kept on file at the transmitting station in accordance with 87.103."

6. Part 87, Subpart H—Aviation Instructional Stations, amended to read as follows:

"87.341 Frequencies Available. The frequencies 123.1, 123.3 and 123.5 Mc/s are available for assignment to ground and aircraft instructional stations on the basis that interference is not caused to flight test stations. Normally, one frequency will be assigned to each station at a fixed location; mobile stations will be assigned all these frequencies.

"87.343 Eligibility for licensee. An aviation instructional station license will be granted only to flying schools and to persons engaged in soaring activities; *provided, however*, that temporary use, not to exceed six months, of aviation instructional frequencies may be authorized in a private aircraft station to a person taking flight instructions for communications in accordance with this subpart. Each application shall be accompanied by a statement that the applicant is either the operator of a flying school, engaged in soaring activities or taking flight instructions.

"87.345 Scope of service. Communications shall be limited to the necessities of pilot training, coordination between gliders and ground stations, and promotion of safety of life and property.

"87.349 Cooperative use of facilities. (a) Only one aviation instructional station will be authorized at a landing area; *provided, however*, that this limitation does not apply to aviation instructional stations authorized for mobile operation on the ground. (b) An aviation instructional station authorized for operation at a fixed point on a landing area will be required to provide service without discrimination, but on a cooperative maintenance basis, to all eligible for a license for an aviation instructional station.

"87.351 Mobile on the ground. Aviation instructional stations for mobile operation on the ground may be authorized on a noninterference basis to aviation instructional stations authorized to serve a landing area.

"87.353 Power. The power output of aviation instructional stations shall not be more than 50 watts for land or mobile stations on the ground and not more than 10 watts for aircraft stations.

"87.355 Frequencies assignment non-exclusive. No frequency available to a station engaged in instructional flying will be assigned exclusively to any licensee. All stations in this service are required to coordinate operation so as to avoid interference and make the most effective use of assignments."

Diamond Badge Completed

Hans Linke of Venice, Calif., completed his Diamond soaring badge with a 318-mile distance flight on July 25th. He flew the Lienthal Soaring Club's Zugvogel IIIA sailplane around a triangular course out of Marfa, Texas, just barely finishing it with a low glide down a slope that equaled his glide angle into the airport. Since Hans is still a German citizen his achievement has been certified to the German Aero Club for them to issue a completed badge number and submit his name to FAI for entry on the international register of Diamond badge pilots. —L.L.

Southern Calif. Soaring Championships, Part 2

The second of this SSA-sanctioned, three-part Championships was conducted at Elsinore, Calif., on the weekend of July 24-25. An unusual south wind and strong inversion made soaring quite difficult with the result that Saturday was a no-contest day for both classes, as was Sunday for the 25:1-and-under class.

The open class had a cotnest day on Sunday when five pilots completed the 22-mile goal race to Banning, as follows:

1. Bud Mears (Prue Std.) :48:45
2. Al Heffler (LM-1) 1:00:25
3. Hal Bonney (Prue Sup. Std.) 1:03:10
4. Paul Bikle (Prue Std.) 1:04:40
5. Jack Lambie (BG-12A) 1:11:15

The third part of the contest will take place at Inyokern over the Labor Day weekend, Sept. 4-6.

—L.L.

Record Claims

Information received by SSA indicates that the following soaring record claims have been filed, all subject to approval by the homologating authorities:

World feminine multiple; 100-km. speed; 88 kmph, 54.68 mph; Poland; Wiera Kaminska/Elzbieta Sawon; Bocian; July 19.

U.S. national open multiple; 100-km. speed; 60 mph; W. Ross Briegleb/David M. Nees; 2-32; Aug. 9; El Mirage Field, Calif.

Israel national open; 500-km. speed; 50 mph; Col. Menaham Bar; HP-11; Aug. 10; Odessa, Texas.

Israel national open; 300-km. speed; 55 mph; Col. Menaham Bar; HP-11; Aug. 12; Odessa, Texas.

New Zealand national open; 300-km. speed; 39 mph; Alan Cameron; 0-2; Aug. 19; El Mirage Field, Calif.

New Zealand national open; distance and goal; 330 miles; Alan Cameron; 0-2; Aug. 21; El Mirage Field, Calif., to Cedar City, Utah.

On Aug. 12th, Wally Scott and his son burned up a 100-km. course at Odessa, Texas, with a speed of 72.6 mph in their new Schwiezer 2-32. Unfortunately, the wrong crossroads were photographed for one of the turn points or a claim could have been filed for a new world open multiple record. The current record is 66.97 mph, held by Poland.

Pilots contemplating soaring record attempts in the United States are reminded that the record forms have been revised. Also available are descriptive articles designed to aid in understanding some of the procedures in record flying. Persons who act as SSA Official Observers on record attempts are reminded of their responsibility for a thorough knowledge of the FAI Sporting Code and record procedures. For further information contact the SSA Record Homologation Committee, c/o B. M. Ryan, Chairman, 1115 W. Ave. J-14, Lancaster, Calif.

State Soaring Records

Since publishing the "Table of All State Soaring Records" in the May *Soaring*, entries for a few more states have been confirmed, as follows:

Mass.: As in table (none).

Minn.: As in table except Open Dist. is 196 and Open Goal is 196.

North Carolina: As in table.

Vermont: As in table except Open Alt. is 22,144 and Open Gain is 18,111.

New state soaring records announced by the record keepers since the table was published include those listed on page 5 of the August issue plus the following:

Calif.; multiple; Jr.; alt. gain; 6250 ft.; David Nees/Patrick Hayes; 2-32; July 20; El Mirage.

Conn.; Open; 100-km. speed; 20.7 mph; Ev Keeler; 1-23G; June 4.

Maryland; singleplace; Open; alt./alt. gain; 17,100/15,000 ft.; William Holbrook; May 1.

New Jersey; Open & Sr.; alt. gain; 5,500 ft.; Francis Chromczak; Ka-8B; May 31; Somerset.

Penn.; Open & Sr.; alt./alt. gain; 15,260/10,460 ft.; Luther Moyer; 1-26; April 3; Kutztown.

Texas; singleplace; Sr.; dist., 83 mi., C. C. Holt; goal, 27 mi., Taylor; alt./alt. gain, 9,600/7,200 ft., Taylor.

Texas; multiple; Sr.; alt./alt. gain; 4,385/2,536 ft.; Winkler (alt.)/Holt (alt. gain).

Letters

In Memory of Don Lawrence and Alex Dawydoff

To John D. Ryan, SSA President.

On my return from Adrian I learned of the untimely death of Don Lawrence who was a prominent force in the organization of the sport in the New York metropolitan area. As an active enthusiast for nearly thirty years and one of the founders of the Metropolitan Airhoppers Soaring Association and Sail Flights,



Inc., he was very close to many of us and contributed energetically until just a few years ago when he was no longer able to make the weekly trek down from Utica as he had done for several years.

I am enclosing a check for \$100 contributed by Don's friends to be donated to the Team Fund in his memory.

Don was also a very close friend of Alex Dawydoff and again our group was deeply shocked to hear that Alex too had passed away. We all know of the enormous contribution made to our sport by Alex and it seems appropriate that something of significance should be done.

We at Wurtsboro, having enjoyed Alex for so many years, feel this loss very strongly and would like to contribute to a fund which might be sponsored by SSA to raise the additional funds necessary from others throughout the country to establish a perpetual award to be presented by the SSA each year at the Nationals.

I would appreciate your advise on this matter, John, and any help you may be able to give.

LORIS J. CHARCHIAN

44 Union St., Montclair, N.J.

Bayside Caution

To the Editor:

I have read with interest Frank Melzheimer's article on Antenna Systems (July *Soaring*). It's extremely well done, and should be of value to every SSA member using radio. One note of caution, however, relating to the next to the last paragraph—Bayside equipment is *not* to be adjusted for maximum power output as recommended in the article. To do so would destroy the balance between modulation capability and power output. Proper adjustment requires an audio signal generator used in conjunction with an oscilloscope in order to obtain proper RF output wave form.

Those attempting to adjust for maximum RF will end up with a set requiring expensive service to get back in order.

JOHN D. RYAN, President

RAINCO, Box 16006,
Phoenix, Ariz. 85011

Plaudits to the President

To the Editor:

My compliments to Mr. Ryan for the fine work he has done in regards to the FAA. I am sure that I speak for many when I say that his efforts on our behalf are sincerely appreciated.

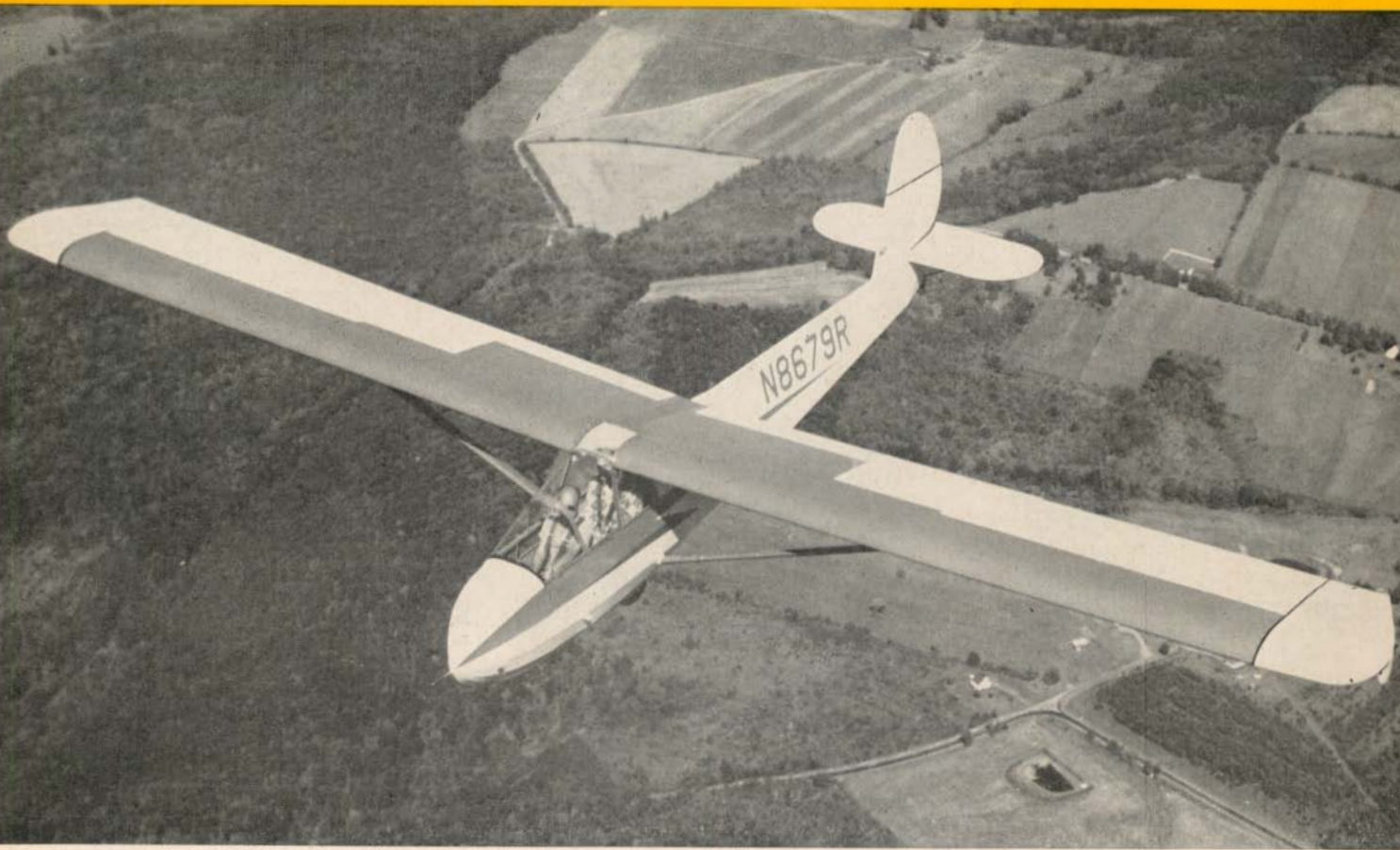
Mr. Moffat's pilot reports were very interesting and I feel that we should have more PR's. Perhaps Mr. Wills would oblige with reports on the Skylark 4, Olympia 463, Dart, etc. I would be particularly interested in comparisons of the Dart, 463 and Ka-6CR.

ROBERT B. CLARK

111 Southlawn Ave.,
Dobbs Ferry, N.Y.

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