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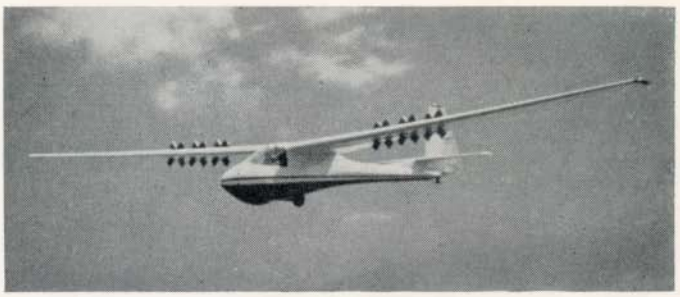

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Recent articles or items on soaring which have appeared in non-soaring publications.

Sports Illustrated, Sept. 9, p. 113, "Faces in the Crowd" item on Ben Greene's 456-mi. world goal record claim.

Sports Illustrated, Sept. 23, p. 13, "Scorecard" item on ex-RAF pilot's plan to have built a 250-ft. span pressurized sailplane so he can glide 2000 mi. across the Atlantic Ocean from Newfoundland to Ireland after being towed to 50,000 ft. by a Canberra jet bomber.

Prize Solication

Dale May, chairman of the SSA Membership Committee, is in the process of soliciting prizes for a forthcoming SSA Life Membership Contest. If any reader has a new or used item that would make a suitable prize, please consider donating it to SSA (tax-deductible). Write to Dale at 608 S. Can Dota, Mount Prospect, Ill.

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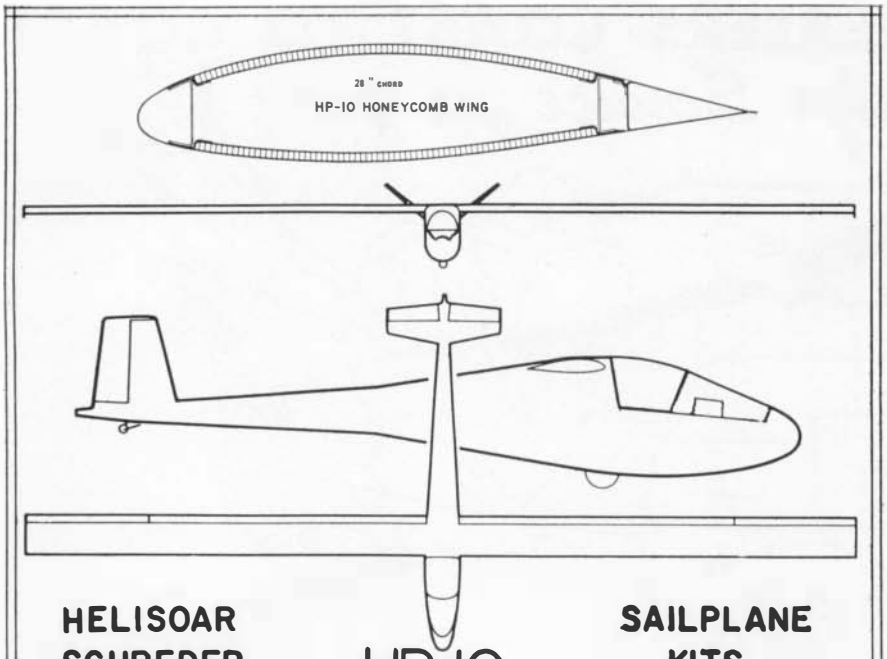

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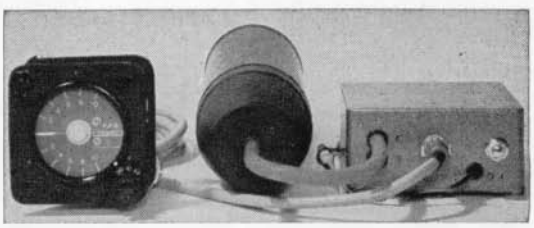

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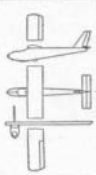

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England to Host 1965 World Championships

At the September 4-5 CVSM (FAI Gliding Committee) meeting in Paris it was decided that the 1965 biannual World Soaring Championships would be held in England. The hosts plans to conduct the contest in late May at the South Cerney Air Force Base and will try to permit 90 entrants, which should allow at least three from each country and maybe four or five.

New Records Claimed

FAI has announced the following new world soaring record claims recently:

Singleplace distance; 544.3 mi. (876 km.); in the names of the three West German pilots who accomplished the same flight on the same day and landed at the same time, Schaeuble, Rudolf Lindner and Betzler, flying Ka-6, Phoenix and Ka-6 sailplanes, respectively; June 2; from Hahnweide, West Germany, to St. Nazaire, France.

Multiplace 100-km. speed; 102 kmph (63.38 mph); Valerij Zaiganov of USSR; Blanik sailplane; Aug. 21.

1964 SSA SOARING CALENDARS

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Vol. 27 OCTOBER, 1963 NO. 10

Lloyd M. Licher - Editor

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Cover photo: Don Aitken in his Schweizer 1-26 sailplane soaring above Mission Peak near Fremont, Calif. Don is the author of one of the featured articles in this issue and is concerned with how best to organize 1-26 one-design activity. Photo by Tom Hurst.

$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 other soaring enthusiasts. Anyone is invited to contribute and make reports on soaring in his area. Such material will be acknowledged when possible but no guarantee can be made that it will be used. A self-addressed, stamped 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 7, 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 by membership only. 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, $5; Student Member (enrolled full time in school), $3; Sponsoring Member, $50; and Industrial Member, $50. Life Member fee: $200 (may be four $50 quarterly payments). 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 September, 1963, issue was 4886.

Long Soaring Flights

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

July 6; Charles Hauke; 214 mi.; triangle from Big Beaver, Mich.; Ka-6; 5:35 hr.; to claim Dia. goal.

July 26; Fay Edwards; 203 mi.; from Winfield, Kansas, north; L-K.

July 29; Fay Edwards; 167 mi.; from Liberal to Hoxie, Kansas.

Aug. 2; Fay Edwards; 301 mi.; from Liberal, Kansas, to NE of Hastings, Neb.

Aug. 25; Sigmund Eckert; 203 mi.; from Big Beaver, Mich., to Mighigan City, Ind.; Ka-6CR; 6:00 hr.; to claim Dia. goal, Gold dist. and completion of Gold badge.

Aug. 26; Wylie Mullen; 319 mi.; from Odessa, Tex., to Clayton, N.M.; Ka-6CR; 6:15 hr.; to claim Dia. dist. and completion of Dia. badge, one year after being introduced to soaring.

Aug. 27; Alex Aldott; 342 mi.; from Odessa, Tex., to Gage, Okla.; Ka-6CR; 6:53 hr.; to claim Dia. dist., completion of Diamond badge and Hungarian distance record.

Aug. 29; Frank Lilly; 242 mi.; from Kansas City, Mo., to Zenith, Kansas; Ka-6CR; to claim Missouri State Open and Senior distance records; Diamond dist. attempt.

Sept. 1; David Welles; 196 mi.; from Elmira, N.Y., to Whitesbog, N.J.; 1-20; 7:05 hr.; to claim Gold dist.

Sept. 3; Graham Thomson; 285 mi.; from Inyokern, Calif., to Reno, Nev.; Ka-6CR-Pe; 6:00 hr.

Sept. 8; Jerry Robertson; 324 mi.; from Sparks, Nev., to Bend, Ore.; Ka-8B; 7:55 hr.; to claim Dia. dist. and completion of Dia. badge.

Photo by Alex Aldott (All rights reserved)

Wally Scott strikes a dramatic pose in his Schweizer 1-26 sailplane over Odessa, Texas. Wally soared this ship 443.5 miles in August, as described in this issue.

EDITORIAL

A SALUTE TO THE 1-26

You will note that this issue of *Soaring* is devoted primarily to the Schweizer 1-26. At our monthly editorial conference when the contents of the next issue of *Soaring* are chosen it was suddenly noticed that there was a large group of stories on hand which were about the 1-26. We decided that it would be highly appropriate to devote most of this issue to this remarkable aircraft.

It is just ten years since work started on the prototype 1-26, which had its maiden flight on January 16, 1954. Over 200 of them have now been sold, some complete, and some in kit form, making it probably the most successful sailplane design ever produced in peacetime. The soundness of the original design is evident when you compare the low serial numbers with the recent ones. Only the experienced can tell the difference.

Much of the glamour of soaring lies in the realm of high performance, high aspect ratio open class sailplanes, but the backbone of the soaring movement in this country, and any other, lies in the local club operations. These are the weekend fliers who have fun around the airport, make some cross-country flights and enter local contests. For this sort of flying, the 1-26 is unexcelled.

Don't sell the 1-26 short in performance. There are few ships that can outclimb it in light thermals, and loads of diamonds have been earned in them. The 1-26 records of 36,000 feet of altitude and 443 miles cross-country offer enough challenge for anyone not after world's records. Curiously, no one has yet obtained all three diamonds in a 1-26. This was my secret ambition and I am sure it will soon be accomplished many times. When my work got so heavy that I had to give up active soaring for a time, I sold my 1-26, serial number 43, but I still proudly wear the two diamonds it earned me, and I don't think any other ship I may own will ever fill the same place in my affections.

The 1-26 is remarkably easy to maintain, and I believe it to be one of the safest machines flying. Its handling qualities are gentle and it is very rugged. Of course, it is possible to hurt yourself in any vehicle, but I have seen a 1-26 spin in, landing on a solid rock ledge, and watched the pilot open the canopy, climb out and walk away. Not many fuselages would have furnished similar protection.

This editorial, which you may be reading in October, was actually written on the eve of the Ninth Annual Schweizer 1-26 Regatta at Harris Hill. Unfortunately, I am 2,800 miles west of it when it starts, and will be 3,000 miles east of it at the FAI Gliding Committee meeting in Paris when it closes. But I flew in the first and second ones, and don't know when I have had more fun. The one-class concept of competition which has proved so successful in boating is gradually growing in soaring, largely due to the 1-26. I hope that the 1-26 Association will be able to accelerate this pace. The OSTIV Standard Class ships have such broad limits that they have turned out to be just about the same as open class ships, so at the present, the only hope for real one-class competition is the 1-26.

It will always be possible to buy a ship for less money than the 1-26, and it will always be possible to buy higher performance, but in my opinion there is no safer or better advice that can be given to anyone either starting or continuing in soaring, than to buy and fly the 1-26. —Harner Selvidge

5 HOURS FROM SUN VALLEY

by Rose Marie Licher

July 24th, the third contest day of the Pacific Northwest Regional Soaring Championships at Hailey Airport near Sun Valley, Idaho, was a free distance day for both classes. There were four pilots in Class II using medium-performance sailplanes and at least two of us were flying our first contest. We had been given shorter tasks than the 17 "pros" in Class I the first two contest days, but unfortunately none of us had been able to complete them. Nevertheless, we were enjoying some good-natured rivalry, especially after the opening day when we all landed at the first turn point and so earned 1000 points apiece.

The weather had not been too good and the forecast for this day was not particularly favorable either. There would be scattered cumulus over the mountains with bases at 14,000 feet; the stability index was to be plus 7, even more stable than the day before. Winds were 10 knots from 250° at 7000′, 20 knots from 190° at 10,000′, 28 knots from 190° at 12,000′, 40 knots from 210° at 15,000′ and 60 knots from 210° at 20,000′. There was a stationary front to the east running south from Great Falls to eastern Idaho with thunderstorms along the front.

A northerly course seemed to be indicated. However, much of the discussion at the pilots' meeting centered on the inhospitable terrain to the north, including a twenty-mile stretch near Challis where there were no suitable landing spots. Because of the terrain, my lack of experience in mountain flying, and the unencouraging weather forecast, I decided to head east from Hailey Airport along the southern edge of the mountains in my Schweizer 1-26 sailplane. There were several small airports in that direction including the one at Howe some 70 miles away that had been a turning point for Class I the first contest day. I chose a take-off time of 12:04 and then went to help my crew prepare the ship.

"Crew" consited of my husband, Lloyd, and our two sons, Max (age 7½) and Bruce (5). We had come to Sun Valley for our vacation and had brought golf clubs, swim suits and hiking shoes as well as the sailplane. Not expecting to go much farther than Howe, I was anitcipating some exploration or golf on the rest day following this free distance task.

Having come to Sun Valley lacking the five-hour duration leg for my Silver badge, each day the barograph was carefully smoked, sealed and installed in the 1-26. On this morning while I prepared the barograph, Lloyd and Al Wilson (who had volunterred his assistance) washed down the sailplane wings. This was necessary since on the previous day I had landed in a cow pasture, covering the wings with greenery. Time was running out as I began thumbing through the maps looking for the ones I needed. "Oh, take them all," Lloyd said, so I did even though I had no expectation of needing them.

Take-off was at 12:07 behind a Super Cub and five minutes later I was waved off at 7600 feet on the ridge three miles southeast of the airport. Slowly I worked my way up to nearly 12,000 feet. Having never flown a sailplane over mountainous terrain before, I must admit to being afraid to venture away from the safety of the now-familiar valley in which Hailey Airport and Sun Valley lie. Finally I headed toward Flat Top Airport, a small mountain strip 20 miles east of Hailey but apprehension must have unconsciously influenced my flying for I flew right down the middle of the valley looking for Flat Top. But there was no lift and suddenly I realized that I should have stayed to the north along the mountains. Was the flight to end so soon just one hop from home base? Finally I ran into weak lift and began to circle 'round and 'round muttering to myself the two pieces of advice given me by the "experts"—"Get high and stay high!" and "Keep to the high ground!" Fortunately the southwest wind came to my assistance by drifting the 1-26 toward the hills where soon I was high enough to see Antelope Valley Airport over the next ridge. To the north there was mountain after mountain and I was glad that I had not gone that way even though cumulus clouds were now forming in that direction. At 1:30 I was circling directly over Antelope Valley Airport at 13,000 feet; 37 miles in 1:18 from release. I certainly wouldn't set any records at that speed but at least I was still in the air with a comfortable margin of altitude.

Now where to go? Ahead was a valley running northwest to Challis and inhospitable terrain; it seemed best to continue northeast across the valley in hopes of finding lift against the mountains. Fortunately there was lift and as the 1-26 circled the accommodating wind carried it over the 10,000-foot mountains to the next valley. Looking south I could see Howe and the airport I had considered as a possible destination. To the north cumulus were forming all along the mountains. I headed for a building cu but encountered only strong down. In disgust I headed north-

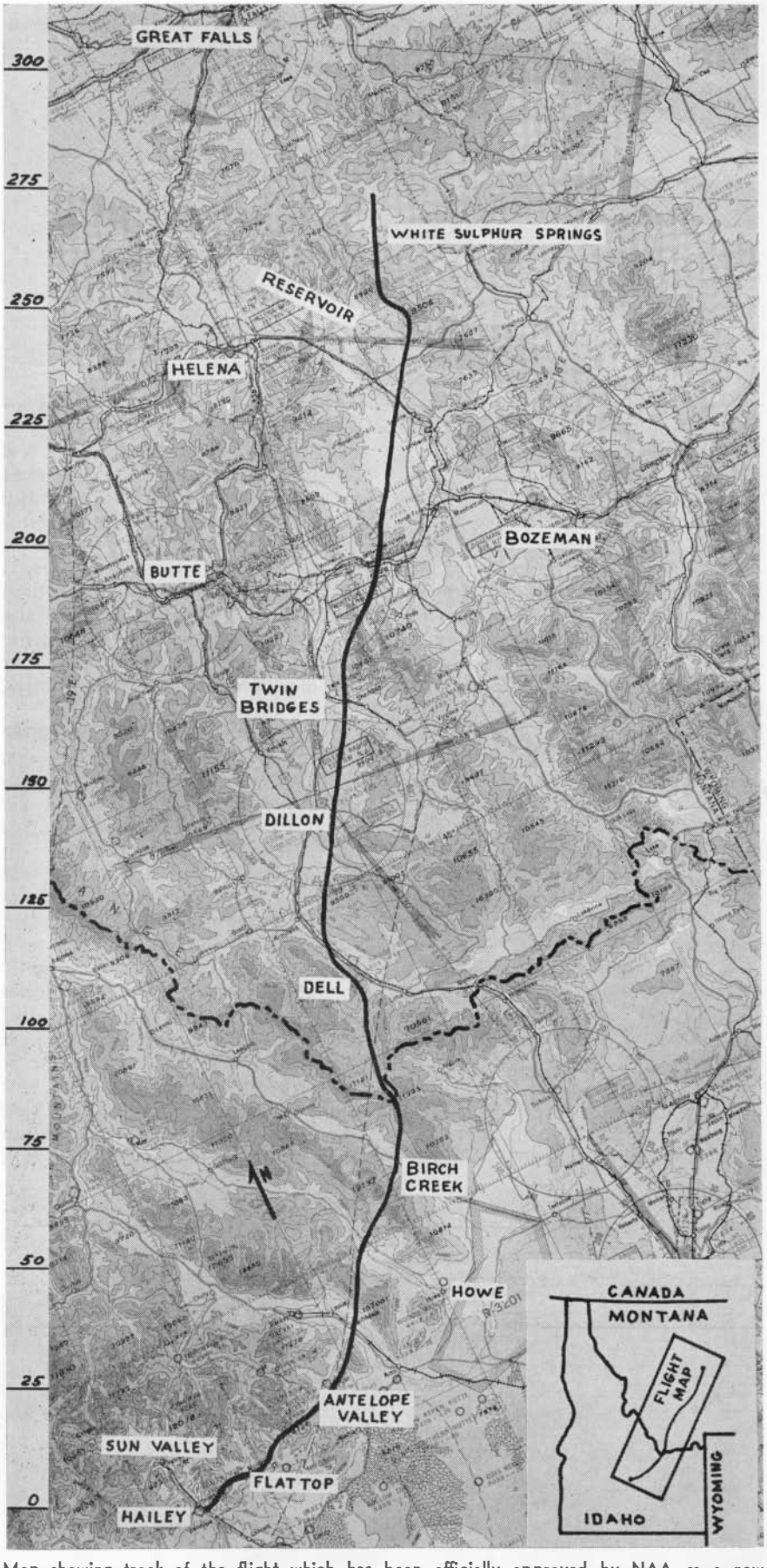
The author steps into her Schweizer 1-26 prior to the record flight from Sun Valley.

Photo by Sun Valley News Bureau

east again across the valley to the next ridge of mountains. Down to 11,000 feet and below the tops of the mountains ahead I began to look for landing spots, again wondering if I could get back to the road into the wind if there was no lift against the mountains. It seemed that the wind had increased in strength but I had not made any actual ground speed computations.

Fortunately the lift was again there and I spiraled upward drifting on northeast with the wind. The top of this thermal was reached at 16,000 feet over Birch Creek at 2:25 P.M. Approximately 50 miles (from Antelope Valley) had been covered in the last 55 minutes. The weather was certainly turning out better than predicted.

Ahead lay the widest stretch of mountains to be crossed—some 35 miles through which ran the continental divide. In spite of the 16,000-foot altitude I hesitated before crossing this area (mountain peaks were over 11,000′) but the sight of a road winding through the area decided me to attempt it. In the crossing one mile of altitude was lost in spite of spiraling in several weak thermals. At 3:17 I was circling near the airport at Dell trying to regain some of the lost altitude. Crossing over the small valley I reached 16,000 feet again and headed up the valley toward Dillon (which I reached at 3:46) and Twin Bridges. I wondered on which side of the valley I should fly or if I should head north up another valley to Butte. In so wondering I forgot my first lesson of the day by not sticking to the high ground. Slowly I descended to the lowest point since Flat Top, 9500 feet just northeast of Twin Bridges. But luck was with me for as I reached the higher ground I blundered into the best thermal of the day that rapidly carried me to 19,050 feet under a dark cloud. As I approached cloud base I rolled out and increased speed. Still I went up; I increased speed more—still up, and wisps of clouds were now around me. I pulled the spoilers—what a jolt—and down I came. I continued flying northeast at around 70 mph trying to figure out where I was and what I should do. This probably was a mistake for upon examining the barogram it appears I came down much faster



Map showing track of the flight which has been officially approved by NAA as a new national feminine singleplace soaring distance record of 273.28 miles.

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than was probably necessary. I should have flown at minimum sink to take advantage of the high tailwinds at those altitudes. My oxygen supply was running low and I started setting the regulator for several thousand feet lower than I was flying. Also, I suddenly realized how cold I was, dressed in shorts and a thin cotton shirt. To compound the problem I had just run off my third and last sectional chart. But rumaging through all the maps Lloyd had insisted I bring there was a WAC chart covering this area.

But switching chart scales was confusing and the sky to the north was dark and hazy with broken clouds. I wasn't quite sure where I was until finally I picked out the Canyon Ferry Reservoir east of Helena in the haze. It was clearer to the east and I wondered if I should head for Bozeman. But the terrain looked more rugged beyond Bozeman so I continued a northeasterly course toward the reservoir losing altitude all the way.

It was 5:00 P.M. when I reached the small airport at the southern end of the reservoir and I was down to 9,000 feet. But I couldn't land yet; I needed 15 more minutes in order to earn the five-hour duration leg to finish off my Silver badge. That morning my prospects of going anywhere had seemed so dim that I hadn't even taken the time to mark Gold distance on my charts. Though I was pretty sure I had covered the necessary miles, I still wanted that five hours!

Again I headed for the 9,000-foot mountains hoping that, even though the sky was almost completely overcast, there might be ridge lift. I could tell by the waves on the reservoir as well as my apparent speed that the wind was still blowing a good blast. Perhaps I could hang on a while longer and still get back to the cultivated area near the reservoir to land. Finally I caught a weak thermal and began to circle in it—around and around, watching the clock tick off the minutes while the altimeter slowly crept up to 11,000 feet. But unfortunately I was not paying enough attention to my position and suddenly realized that I had drifted back over the mountains. Below me were two small blue jewels of lakes set in the middle of a green forest; it must be a lovely place to go camping—but no place to land a sailplane! I headed back toward the reservoir but strong down and the headwind convinced me I might not make it. So I turned around and drifted northeast into a small valley where several ranches and a road followed a creek through the rolling hills. I cruised around the valley hoping for that "one last thermal" in vain. Finally I picked out a straight portion of the road with a fairly level-looking hay field beside it as alternate and landed at 5:47 P.M., five hours and thirty-five minutes and 273.28 miles from release near Hailey.

As I unbuckled my safety belt there was a screech of brakes as a fast-moving car came over a rise to discover something blocking the road. Mr. Eitel Fadday was on his way home from a vacation trip in the mountains. Shortly thereafter a forestry truck came along returning home after fighting a mountain fire caused by the thunderstorms and wind that afternoon. The firefighters easily pinpointed my landing spot on their forestry maps. But there were no easily recognizable latitude and longitude lines so I couldn't exactly find my landing spot on my own chart. The firefighters were anxious to get back to their station so helped me push the 1-26 to a wide spot at a bend in the road in order that they could get by. Just then the rancher, Mr. Walter Joyce, came up and offered to let me put the ship in his hay field out of reach of the cows that also traveled that road. He and Mr. Fadday were most helpful in tieing down the sailplane and Mr. Fadday offered to drive me the 26 miles to the nearest phone at White Sulphur Springs, Montana.

It was midnight when Lloyd arrived with the two boys sound asleep in the back of the station wagon. It had been a 400-mile road trip punctuated by the questions, "Where is Mommy?" and "Why does Mommy have to fly so far?" The next morning we secured a county map at the local courthouse and headed out to pick up the sailplane and determine the exact landing coordinates. On our return to White Sulphur Springs the sheriff spotted us and said that a news

At the start of disassembly on the day after the flight, with Max and Bruce glad to have caught up to Mommy at last. The landing was made on the road in the background.

Photo by Lloyd Licher

wire service was trying to reach me. Louis Stur had determined that this flight not only earned for me the two badge legs but also exceeded the woman's national distance record. Thus he had alerted the news service and they were looking for more information. It was noon before we headed home, by way of a quick drive through Yellowstone Park, and it was after midnight before we reached Sun Valley—no golf on that "rest" day!

The sequel to such an exciting and satisfying flight was most unsatisfying. On the next day, the last flight of the contest, I again landed in the hills on a road. But this time a wingtip caught in the sagebrush swinging the nose into a ditch and doing minor damage to the sailplane and my pride. Paul Bikle's comment on this was that there are two things one must learn to be a successful contest pilot: first, one must learn to take chances and, second, he must learn not to take too many of them. I think I learned both lessons; I hope so!

In reliving the flight to write this story, poring over the maps (as I should have done before the flight!) and checking the barograph trace, there are places where I see that I probably made a mistake in judgment, that I should have done something different and that I might have thus gone farther. But it was a thrilling flight for me, one that I will long remember. I learned a great deal from it and my hope, in writing this story, is that other beginners will perhaps also learn a little and especially that other women pilots will be encouraged to join in this most challenging sport of soaring.

New Sailplanes

Joe Johnson of Greenfield, Mass., and Rolf Bahner took delivery of a Ka-6CR, N8705R.

Forest Cunningham of Plainfield, Ind., took delivery of an L-Spatz-55, N2705E.

Sailplanes Changed Hands

Jack Baugh of Charlotte, N.C., bought a Skylark 4, N256JB, from Rene Comte.

Col. Henry Godman of Holloman AFB, N.M., bought a Prue 215A, N454Y, from Spud Kohler.

Gene Hamm of Long Beach, Calif., bought a 1-19, N91818, from the Odessa Soaring Club.

Win Brown, Tom Madigan and Lynn McNames of San Diego, Calif., bought a 1-26, N3854A, from Harold Huber.

The Tri-State Soaring Society, Inc. of Huntington, W. Va., bought a 2-22C, N8620R, from Gus Street.

Capt. Serge T. Winkler, USAF, of Ft. Worth, Texas, bought an L-K, N52661, from the (inactive) North Platte Soaring Club.

H. A. Myers of Whittier, Calif., bought a 1-26, N8621R, from Thornton Ladd.

Jack Beadle of Lancaster, Calif., bought an LK-N2840D, previously owned by the Cascade Soaring Society.

Gordon Lamb and Malcom Stevenson of Westbury, L.I., N.Y., bought a 1-23H-15, N8632R, from John Lindsay.

Walter Blake of Seattle, Wash., acquired a DFS Meise Olympia, Mk. I, N4943V.

Al Parker of Odessa, Texas, bought a Sisu 1A, N1100Z, from John Randall.

James Hoover of Mountain Home, Idaho, bought a 1-19, N91890, from Ron Chitwood.

Bill Plaskett of Woodland Hills, Calif., bought a 1-26, N8641R, from Frank Krentz.

Philip Paul of Wright-Patterson AFB, Ohio, bought a Ka-8B, N4281A, from Giles Gianelloni.

Dr. Leslie Gould and Rich Rose of Reno, Nev., bought a Weihe, N2523B, from Stephen Marton.

Harold Huber of San Fernando, Calif., bought a Ka-6CR, N3379G, from Richard Jauch.

The Baton Rouge (La.) Soaring Assn., Inc., bought a 1-19, N91821, from the Illini Glider Club.

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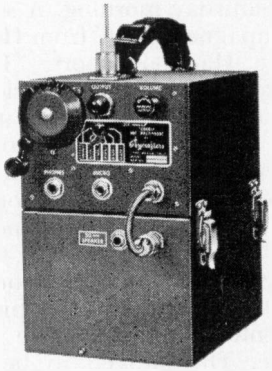
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9th ANNUAL 1-26 REGATTA

Sanctioned by The Soaring Society of America, Inc.

by TONY DOHERTY

When does a Regatta become a Contest? Can the friendly features of a Regatta be successfully blended with the more serious aspects of a closely-contested meet? This proved to be the case over the past Labor Day weekend at Harris Hill, Elmira, N.Y., when 20 1-26's and 7 open class sailplanes gathered for the 9th Annual 1-26 Regatta.

The get-together started out simply enough Friday evening with an informal smoker and hangar-flying session held at the Administration Building. The keenness of the competition evidenced itself with the first task Saturday morning. A special "Champagne Flight" from Harris Hill to Hammondsport, "The Champagne Capital of America" (Californians please check your statistics before besieging the editor), was planned but forecast winds forced the committee to settle on a 35.5-mile speed dash to Towanda, Penna. One of the features of the original program was retained, however. Upon landing each pilot was presented with a bottle of champagne. This proved to be a strong attraction as 17 1-26's completed the task.

Bill Frutchy was first to "pop a cork" when he covered the 35.5 miles at an average speed of 41.3 mph. Bud Briggs' 37.8 mph and Hank Herr's 33.2 mph placed them second and third.

Many soaring pilots who have flown at past Harris Hill meets have taken advantage of the free dinners offered by the O'Brien brothers to any contest pilot (and his crew) who flies his sailplane by the window of their restaurant located high on a hillside overlooking the Chemung Valley. For a fitting climax to a very successful day all the pilots and crews decended on the O'Briens for a special soaring supper. Free dinners were given to Bill Frutchy and Bud Briggs for placing 1st and 2nd in the speed task.

Sunday was a busy day for everyone. It started off with an informal breakfast meeting of the 1-26 Association. This was followed by the now classic "Le Mans" assembly race.

The basic rules of this race require that the 1-26's be on their trailers in traveling condition with the crews lined up 100 feet away. When the starting signal is given they run to their ships and start assembling them. Each crew is assigned a "Timer-Inspector." Any improper connections or missing safety pins mean disqualification. There were 16 crews entered in the event, the largest field to date. The sight of 62 pilots and crews running for their sailplanes and the resulting activity was an exciting spectacle for the large group of spectators who braved the early morning hour to observe this event.

It is interesting to note that each year since the "Le Mans" event was first introduced in 1959, when Otto Zauner and his crew assembled their 1-26 in 7 min. 45 seconds, the winning crews have regularly bettered the previous year's time. This year the smart money was riding on the black-hatted Soaring Dutchmen team of Yund, Miller and Moyer. Nor were they disappointed when the team raised their arms to signal completion. The stop watch showed that they had bettered their previous record by 21 seconds with the very excellent time of 4:21. The team of Walter, Laurie and Woody Cannon and Traff Doherty placed second.

A new "First-timer's" class was established in the assembly race for crews who had not previously competed in this event. First place was taken by the Tri-City Soaring Society team with a time of 8:45. The 2nd Soaring Dutchmen team was the runner-up.

The task for Sunday was an ambitious one. Harris Hill to Dansville, against a 25-mph wind, and then free distance in any direction. Bud Briggs took top honors for the day with a 182.4-mile flight that terminated near Scranton Penna. Ron Holliday of Montreal was second with a 167.3-mile flight. Stu Schweizer's 138.4 miles and Stan Welles' 121.7 miles gave them third and fourth.

It is interesting to note that the first four 1-26's topped all of the open class ships which were flying the same task and showed they could buck the 25-mph wind. The only pilot making a longer flight was Dave Welles who flew his 1-20 195 miles from Elmira to a New Jersey cranberry bog for Gold badge distance.

The Annual 1-26 Banquet, held at the Administration Building Sunday night, was attended by 125 persons. Following welcoming addresses by EASC official Bob Buchwalder and contest director Paul A. Schweizer, a number of special awards were presented. Roy McMasters and Don Wilford of Columbus, Ohio, were given bottles of champagne as the 1-26 pilots coming the greatest distance. A special accolade was given Vic Peres of Erie, Penna., who flew his 1-26 165 miles from Erie to Harris Hill to visit the Regatta.

Aerial view of Harris Hill showing 19 Schweizer 1-26 sailplanes lined up following the "Le Mans" assembly race.

Following the banquet a special reorganizational meeting of the 1-26 Association was held. A report of this meeting by the Association's newly elected president, Dr. Lowell Yund, is covered in another article in this issue.

Monday's task was a 52-mile speed race to Hammondsport and return. The best time of the day was posted by Paul H. Schweizer with a 24.4-mph average. Roy McMasters was second with 24.0 mph and Stan Welles was third with 23.7 mph.

The Awards Ceremony was held at 5:00 o'clock. Bud Briggs, with 1924 points, won the 1-26 Regatta Championship and was awarded the Schweizer Perpetual Trophy (reproduced on back cover). Bill Frutchy of Elmira was second with Roy McMaster placing third.

Stuart and Paul H. Schweizer won the team championship. Ron Holliday and Mark Maskel placed second followed by the team of Frank Hurtt and Tony Doherty.

Topping the list of club entrants was the Tri-City Soaring Society represented by Bob Walter, Jerry Morris, John Fabac and Stan Tomes. The Soaring Dutchmen team of Dick Beltz, Charlie Weider and Joel Heinzelman placed second. They were followed by their clubmates Lowell Yung, Don Miller and Luther Moyer.

The Novice Trophy was awarded to Paul H. Schwizer who also completed the requirements for his Silver badge in the course of his regatta flying. Runner-up was Lew Tuttle of Silver Springs, Md.

The Open Class was won by Walter Cannon of Lincoln, Mass., flying a 1-25H-15. Second honors went to Ron Grey and John Kelly of SOSA. Brad Straus placed third flying the RJK-5.

The growing interest in one-design regattas was graphically illustrated by the attendance and the caliber of flying at the 9th Annual 1-26 Regatta. In spite of the fact that a number of Labor Day meets were held on the same weekend at other soaring centers in the East, the number of 1-26's attending reached a record high.

The final scores for the three days of flying are shown below. In the individual competition the two best flights counted. The team scores are the sums of the best flight of each pilot, while the club scores are the sums of points earned by a different pilot on each day.

Pilots who competed in the 1-26 Regatta as they gathered for the family portrait. Most of the winners happen to be at the left, champion Bud Briggs (4th in 1st row), Team Champions Paul H. Schweizer (3rd in 1st row) and Stuart Schweizer (2nd in 3rd row), and members of

Although the tasks were more difficult than usual, a higher percentage of pilots completed them with every 1-26 entered in the meet taking part in every task. This resulted in the most congenial and interesting meet in the history of the series.

A number of Schweizer Dealers have sponored other local regattas this year. More are being planned for next season. It is hoped that all 1-26 owners and pilots will be able to participate in several of these informal get-togethers and discover the fun and personal staisfaction that one-design flying offers.

1-26 REGATTA SCORES

Individual

1.	Bud Briggs	1924
2.	Bill Frutchy	1813
3.	Roy McMaster	1762
4.	Stan Welles	1670
5.	I. A. King	1200
6.	Bill Sparks	1178
7.	Nate Frank	1049
8.	Lew Tuttle	1026
9.	Don Wilford	989
10.	Dick Huppertz	901
11.	Hank Herr	823
12.	Liv Morris	692

Team

1.	Stuart Schweizer and Paul H. Schweizer	1758
2.	Ron Holiday and Mark Maskell	1705
3.	Frank Hurtt and Tony Doherty	936

Club

1.	Tri-Cities Soaring Soc.	1185
2.	Soaring Dutchmen No. 2	898
3.	Soaring Dutchmen No. 1	694
4.	Long Island Soaring Assn.	625
5.	North Penn Soaring Assn.	534

Open Class

1.	Walter Cannon, 1-23H-15	1927
2.	Greg Kelly, Ka-6	1919
3.	Brad Straus, RJK-5	1862
4.	Otto Zauner, Ka-6	1450
5.	Dave Welles, 1-20	1053
6.	Wilkins /Perrucci, 1-23D	993
7.	Phil Cannon, 1-23H-15	524

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AN APPEAL TO ALL PERSONS INTERESTED IN THE 1-26

by DONALD W. AITKEN, JR.

I. INTRODUCTION

This article is being submitted to *Soaring* as an expanded response to the appeal issued by Tony Doherty in the last 1-26 Association Newsletter. The essence of Mr. Doherty's appeal is that it is certainly time for all 1-26 owners to become class conscious, and to develop into an active one-design association. The advantages are all there, simply waiting for some real organization.

The basic limitation in Mr. Doherty's approach, I feel, is that it is directed solely to 1-26 *owners*, whereas the development of a truly active one-design class depends on *all* 1-26 *pilots*, whether they have their own ships, borrow from friends, or rent from the many fine commercial operations throughout the Schweizer dealership. With this broader participation in mind, let us consider in some detail how we might rally the interest that will encourage the growth of a true 1-26 Class Association.

II. FORMULATING THE PROBLEM

The "interest factors" to be exploited are something like the following:

A) The sailplane pilot (owner, renter, etc.) soars because, above all, he loves to soar. Thus, any 1-26 association should emphasize the *soaring* itself by making it more exciting, more challenging, more rewarding, and yet still *easy* and *relaxed*. Too many complications take the fun out of any activity.

B) The sailplane pilot loves to attain goals, thus gaining personal satisfaction in his own accomplishments. The FAI goals (Silver, Gold and Diamond badge legs and awards) are certainly a fine performance incentive, but not nearly enough. Certainly some more goals should be placed before the 1-26 pilots to stimulate their soaring activities, especially on a one-design basis.

C) The sailplane pilot enjoys the social contacts that come with his flying. The common interest in soaring binds all sailplane pilots together, but an even closer relationship tends to develop among those competing on an equal basis with one another, so that comparing techniques, equipment and performances takes on special meaning and understanding.

The author enjoying a flight in his Schweizer 1-26. This orange and white ship was built from a kit in 1960 by Dr. Robert Chase and has been called the "queen of the home built 1-26's" by Paul Schweizer.

Photo by Tom Hurst

III. PROPOSAL FOR ORGANIZATION AND SUGGESTED PURPOSES OF ORGANIZATION

The success in organizing the 1-26 Association lies on the *local* level, with the pilots and interested participants themselves. Local chapters will develop only if *someone* decides that he is going to found one, and takes the initiative to start the organization. This someone should either appoint himself and start talking, phoning and writing, or better still he should be picked by mutual consent from among a group already active in a given soaring region. The development of the 1-26 Association chapters should start *now* and is, I believe, more important at the moment than the development of 3-ship "flights," as suggested by Mr. Doherty. The reasons why this is so are apparent from the following suggestions.

The *purpose* of the 1-26 Association chapters should be first, on the local level, to sponsor easy weekend tasks, such as short goal-and-return flights or triangles, similar to the usual sailing courses. The flights should be designed to take about an hour under existing meteorological conditions, so that several rental pilots can have a crack at the task in one or more available rental or club ships, and without incurring burdensome rental fees. One 1-26 from a commercial fleet of several, such as at Les Arnold's Sky sailing Airport in Fremont, could be set aside on task days for those rental pilots wishing expressly to compete, leaving the other ships open for normal local flying activities.

The flights should be planned so that any necessary retrieve is relatively short and easy. The club towplane, or one of the commercially available towplanes, could be designated for retrieves on task days. One or more retrieve cars and trailers, with crews rotating from weekend to weekend, or formed by nonflying family members, could also be standing by. Let me emphasize, however, that the tasks should be easy enough, or at least flown in suitable conditions, so that odds are very high that the pilots can complete the task, even though they may be fairly inexperienced.

Points could be awarded for speed (which implies skill in ship handling and thermal soaring),

with supplementary points for altitude gained, spot landing, etc., and points could be added up over several of these weekend task days to determine a *season series champion.* Trophies could be solicited and awarded on a rotating basis from year to year (this is how sailing fleets get so many trophies to award.) Inexpensive trophies (1-26 models, for instance) or plaques could also be made and donated by chapter members. Competing on a season series basis means that trophies need only be awarded at a special occasion dinner, picnic or meeting once per year, although the "year" could certainly be subdivided into more than one "season" as the local weather conditions change.

The approximate one-hour duration means that the pilot could share the experience with his family and firends, only being gone from them during his actual flight, and yet realizing the satisfaction of a fine soaring flight.

Daily running scores could be kept to enhance the task-day excitement, and to set goals for pilots as the day and season progress.

Occasional harder specialty tasks could be declared for special trophies or recognition, such as an open weekend or week whenever conditions for long flights are really evident, with the trophy or points being awarded to the person having the best performance during this period. In this way, the difficult organization problems of an actual "meet" could be mostly avoided, but with the same satisfaction coming to the pilots competing. Also in this way season series points would not be lost to those not having the time or opportunity for the all-day flights, and yet long flights, although not necessarily of award-leg distance, would be encouraged.

The second purpose of the 1-26 Association local chapters should be, as suggested by Mr. Doherty in his Newsletter, to aid in sponsoring regional regattas for the seriously competitive pilots, and perhaps in rotating responsibility for a national 1-26 championship meet.

A third purpose could be to organize one or two two- or three-day weekend excursions to accessible soaring sites of particular note. This would mean in our area, for instance, going to Bishop, or Tehachapi, or to Dry Lake, Nevada.

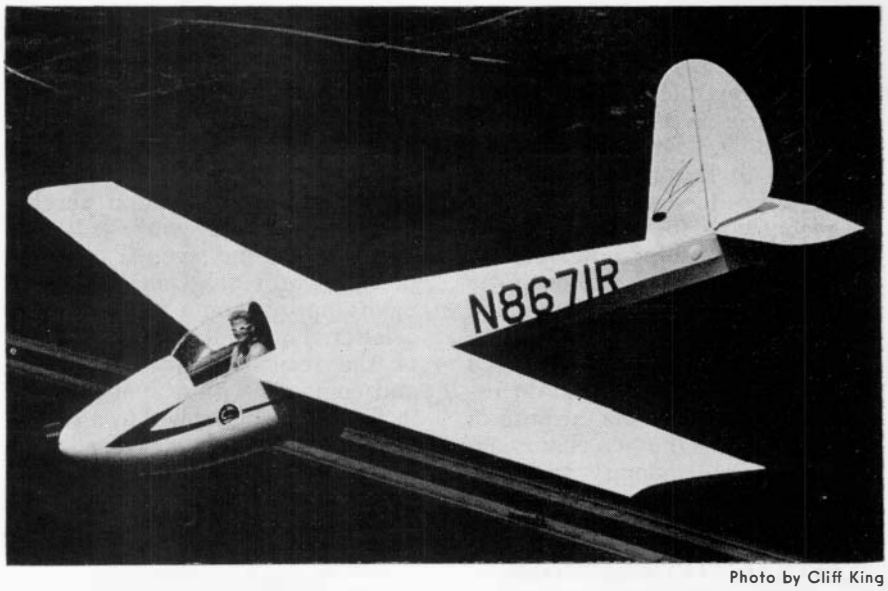


Photo by Cliff King

Noted aviatrix Miss Jerrie Cobb as she soloed in a Schweizer 1-26 on August 8th, the day she was introduced to soaring. After an intensive day of check-out and solo flying at the Guthrie, Oklahoma, soaring school of Sailplanes, Inc., she was issued an additional category rating for gliders on her commercial pilot certificate by FAA designated examiner Jim Rhine later the same day. Miss Cobb is assistant to the vice-president of marketing for Aero Commander, Inc., and has set four world records in that firm's twin-engined aircraft. She sought the glider rating "to continue her education in the air."

Several pilots could get wave flights in one sailplane in one day.

IV. PROPOSAL FOR A NATIONAL 1-26 CLASS POINT CHAMPIONSHIP

This second class of proposal is to make every flight by every pilot a potential "award" flight, and thus to encourage distance and altitude performances even though specific FAI award legs may already have been attained by the pilot. The 1-26 is a lovely and fully soarable machine, and I am distressed by the relative paucity of long flights in this ship. Expensive, high-performance machines are not necessary for truly spectacular and personally rewarding flights.

I propose, therefore, that annual tabulations on a national scale (or international, if Canadian and European 1-26's are to be included) be set up for 1-26 performances in the following categories:

1. Free distance
2. Goal
3. Goal-and-return, or triangle
4. Altitude gained
5. Speed over a closed course exceeding fifty kilometers (restricting release to 3000' or less)
6. Total cross-country miles accumulated during the year

Individual performances would be sent in to a central clearing-house by the pilots, only listing the pilot's name, date of flight, and brief task or performance description. The pilot's word would be taken for the flight, and no barograph traces or witness signatures would be required (this is to keep things simple). Points would be awarded on the basis of 1000 for first place in each category, and lesser performances scaled accordingly. Only the best performance in each category by any one pilot would be considered. There would be no limit to the number of flights submitted. As you can see, *any* flight, no matter how brief, could at least be worth some points to the total-miles-flown or altitude categories, and each pilot could improve on his own score as the year progresses. Rental pilots would clearly be on the same basis as owners save, perhaps, for the number of long-distance attempts that they could try.

Running tabulations of top places and performances in each category and in total points could be published on a quarterly basis in *Soaring* (monthly would involve too much bookkeeping.)

Donations of, say, 25c per flight submission could be solicited in order to buy plaques for the first five finishers in each category, and the first ten on a total point basis. Further, rotating annual trophies for the category champions and overall champion could be solicited commercially.

Let me point out that the National 1-26 Point Championship would not in any way replace the actual national championships as envisioned in section III of this article. A pilot who can emerge a champion in face-to-face competition deserves to stand alone and to be recognized for his skill. The point championship, however, selects the pilot who demonstrates year-round excellence in flying and interest in soaring achievements, without forcing anyone to leave his local flying area or to take an extended vacation for the purpose of competing. I see the two championships as complementary and mutually stimulating to the 1-26 class.

V. SUMMARY, OFFER AND APPEAL FOR RESPONSE

In summary, I wish to re-emphasize the importance of the development of local association chapters with the aim of furthering easy weekend competitions and tasks for all comers on an equal basis; with the aim of furthering regatta-type competitions on a regional basis; with the aim of promoting a closer feeling and social affinity between all persons interested in the 1-26; and in promoting general soaring excellence and safety in all soaring areas.

Let me also re-emphasize the importance of one person being designated in each area to begin the formulation of the local chapter. It is clear that the chapter will soon gain stature and momentum and relieve the burden from the shoulders of its founder.

Since I feel a national point championship as envisioned above would also do a great deal towards furthering interest in performance flights in the 1-26, and since someone has to act as the clearing house for the award of points and tabulations of positions, I hereby offer to fill that post, hoping deep down inside that the bookkeeping won't get completely out of hand (!).

I now appeal to you for comments on the proposals above. Perhaps you have specific suggestions of your own that are different from mine? Do my ideas for chapter formation and a national point championship seem reasonable or workable? What would you suggest for the "point year"? (For instance, Jan. 1 through Dec. 31, or July 1 through June 30). Should we keep points simply for the 1-26 class (*I* think so), or should we subdivide into junior, senior and feminine division? (Too much complication). Have I left out categories in my six suggested events, or included too many? Should we allow Cherokees to compete on an equal basis with us, or should we keep our one-design association pure?

I suggest that you send your comments to me, even if only one or two words of general approval or disapproval, on a postcard or in a letter. I will take a cross-section of the response and suggestions, and come up with a final proposal in *Soaring*, I hope, within a couple of issues from now.

Schweizer Aircraft Corp. has given us all a beautiful opportunity, and I sincerely hope we can start taking advantage of it!

Donald W. Aitken, Jr.
20110 Skyline Blvd.
Woodside, California

REPORT ON THE 1-26 ASSOCIATION

The 1-26 Association met at Harris Hill on September 1, 1963, during the 9th Annual Regatta. 23 pilots attended. The following officers were elected: President, Lowell C. Yund; Vice-President, eastern U.S., Walter F. Briggs; Vice-President, central U.S., Wally Scott; Vice-President, western U.S., Donald Aitken; Secretary, Tony Doherty; Treasurer, Nate Frank. A Vice-President for Canada will be elected as soon as possible.

Fruitful discussion was held concerning the aims and direction of growth of the organization, and the proposals of Donald Aitken were used as a guide.

The concept of having as members all 1-26 pilots, not only owners, was accepted enthusiastically. The ultimate aim of local, regional and international championship competition was adopted. The concept of a season-series point championship based on individual cumulative performance, and awarded by a standard scoring system, was also adopted.

The local unit of the Association will be a flight, consisting of three or more pilots. The first Flight Charter was presented to the Philadelphia Area group, and the second to the Soaring Dutchmen.

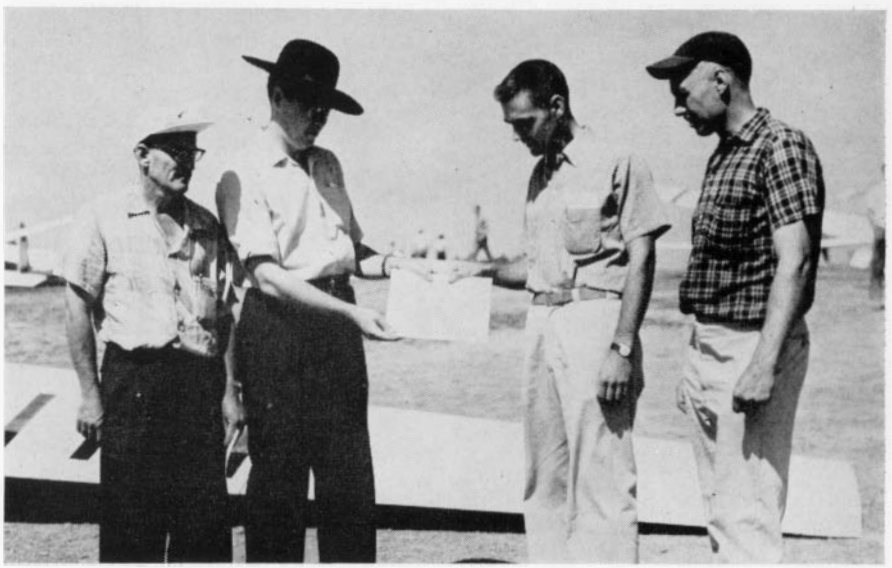
A committee headed by Bob Tredinnick of Norristown, Pa., will review and suggest changes in the bylaws, and these will be circulated to the members by mail for their action.

The International Star Class Yacht Racing Association has become, over the past fifty years, the most successful one-design organization in sailing, and we propose to borrow ideas freely from our two-dimensional brothers, since our basic aim is to encourage and expand the sport of soaring.

All 1-26 pilots are urged to send their dollar for yearly dues to Nathan Frank, Box 338, Lexington Park, Maryland.

LOWELL C. YUND, *President*

New 1-26 Association officers present the first 1-26 Association Flight Charter to Livingston Morris as representative of the Philadelphia Glider Council. From L. to R., Nathan Frank, Treasurer, Dr. Lowell Yund, President, Mr. Morris, and Tony Doherty, Secretary.



443.5 MILES BY 1-26 N8606R

by WALLACE A. SCOTT

My ambition in the last year and a half has been to beat the 1-26 record of 373 miles, set by Helmut Roemer, a German soaring pilot, flying out of Albuquerque, New Mexico. Last August, a year ago, I had a very enjoyable flight for my distance diamond in 06R, following a dog-leg course from Odessa to Plains, Texas, thence to Roswell, N.M., and on to Tucumcari, N.M., for 330 miles.

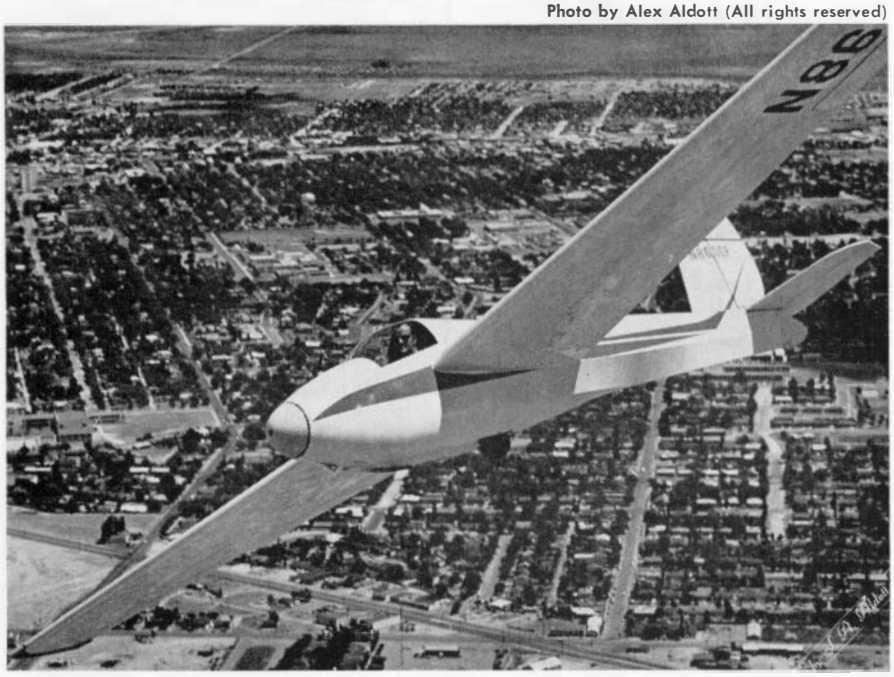
This year has been a terrible year locally for distance flying, but regardless of this fact, an encampment was planned for the first two weeks in August. A gathering of the clan was scheduled for the flying to be attempted from either here (Odessa) or the Marfa-Alpine airport, halfway between Marfa and Alpine, Texas. Some of our good friends arrived a week or so early, including Ben Greene from North Carolina and the John Randalls from Florida. The time was spent flying locally, and bemoaning the poor weather for this time of year. John tried bravely in his new Sisu 1A for some distance flights, but they all were aborted. Ben couldn't be talked into any exploratory flights, in his new Standard Austria. Al Parker ended up with John's Sisu, and low and behold, August 1st loomed as a good x-country day. Some of the boys were already at Marfa, but the ones here decided to go x-country this day, out of Odessa. I took the first aero tow at about 10:10 A.M., and left the airport confines about 15 minutes later with 2,000′ in hand, after working up from a low of 900′ after tow.

The first half hour was a struggle, but about 7 hours 20 minutes later I had completed one of my most enjoyable flights yet, 380 miles in total distance. This was a three-legged, dog-leg course, with turn points at Hobbs, N.M., and Tucumcari, N.M. This beat the record, as far as I knew, but I was disappointed when I had landed and erroneously measured by distance as 350 miles. The next day, back in Odessa, you can imagine my elation upon an accurate measurement of 380 miles. All the gang left for Marfa the next day, and in the next few days, some exceptional flights were made from there, as you will no doubt read about in other write ups. Of necessity, I remained in Odessa.

I checked on the weather up the line, and Aug. 3rd was good. Aug. 4th was very good all the way north as far as I could hope to fly. Aug. 5th, I aborted from an eleven o'clock car tow, as I figured it was too late. This turned out to be a very good day, and I was in contact with Ben Greene and Red Wright by radio about 12:30 as they came zooming up from Marfa, crossing this area a few miles to the west of Odessa. How I envied them. Ben's ground speed up to that point was a fantastic 80 to 85 miles per hour, and he made his world goal attempt to Boise City, Okahloma. (He was beat out of this record because of a high tow, but courageously made the flight over again two days later for a new world goal record, pending homologation by SSA, NAA and FAI.) That night my weather man advised that Aug. 6th would be a repeat of Aug. 5th, and I was ready for another flight.

The author soaring his Schweizer 1-26 over Odessa, Texas.

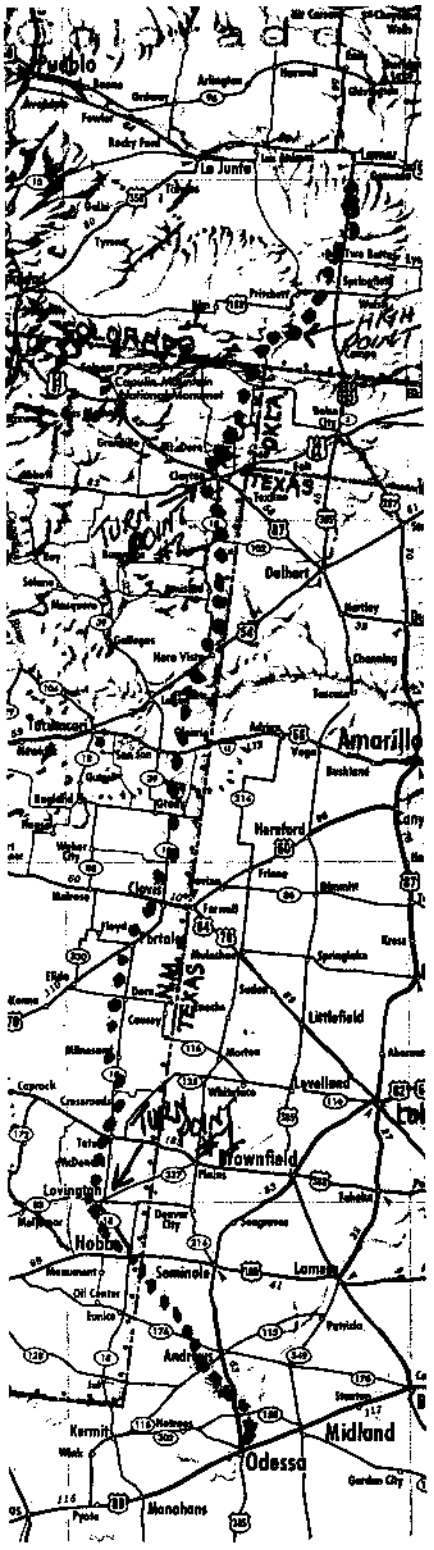
Photo by Alex Aldott (All rights reserved)



The next morning found me at the airport with my son at 9:00 A.M. We got the 1-26 out and on the line, and as I was laying out the car tow line my wife drove up to act as tow pilot in our Buick. At 9:30 I made the first attempt, found zero, but soon lost it and landed. My next attempt was steady sink. Cu's were not predicted until evelen. I made the third attempt immediately and found 50- to 100-fpm lift that soon fizzled. I delayed my fourth car tow until 10:05, and cut loose at 900′ in lift. I worked it for 20 minutes to 2,300′ above ground and said goodbye once again to Odessa. I had declared turn points at Lovington, N.M., and Clayton, N.M., with the hopes of landing in Scott City, Kansas. (Optimistic, but Doc Williams had talked me into the decision. The reader will hear from this man once he takes delivery of his Standard Austria, so remember his name, Dr. Glen R. Williams. Thanks.) The slight wind, about 5 to 10 mph, had drifted me too far north of my course line, so I had to set in a slight crab, clicking along at 55 mph. My next thermal saved my flight, 900′ above ground, but I was able to work it up to about 3,000′. Down again to 1,000′ at five miles south of Frankel City. Saved again by Cu forming near by. Now the left was getting better and I set off for Hobbs and Lovington, increasing the indicated air speed. Near Hobbs I was up to 9,000′ MSL in 500-fpm lift under large Cu's. Now the day was really beginning to boom. Over Hobbs at 12 noon and 75 miles stowed away. I wouldn't work lift for the next hour unless it was better than 500 fpm. I expected the lift to weaken over

the farming area south of Clovis and for about 40 miles to the north, and it did and I had to be content with 500- and 1,000-foot climbs in the area, leaving the lift when it got down to 300 fpm. During this stretch I was being aided by looking down at the cloud shadows and seeing them moving rather briskly to the north, at about 20 miles per hour I guessed. Most of this time I was flying between 7,000′ and 8,000′ MSL. (3- to 4,000′ above ground, with a few points lower.) Two big clouds near Clovis gave me better lift, but I was back in the weaker lift north of there, over the very lush crop lands. This would soon improve after dropping off the cap rock and over the desert, so I thought, but I cautiously climbed as high as I could before venturing out over Boney Ranch Airport and on into the no-landing land of the desert. The next 50 miles or so were a nightmare. The clouds were there, but they were just hanging motionless. They weren't working at all. They weren't moving across the ground at all. I was in the stationary frontal area the weather man briefed me on. He said the winds should remain southerly even north of this front, however, so maybe I could penetrate it. I found myself working lift I had decided against one minute, and flying back to it a moment later. I was about ready to abort and go to Dalhart, where my family was to await word from me. I could see Dalhart on the horizon, and I was tempted. One fair thermal enabled me to head for Nara Visa where the clouds looked better, and they were. Off to the race again. Now I could work 5-, 6- and 700-fpm lift to my next turn point at Clayton. After taking the three photos of Clayton I struck out on a heading of about 30 degrees to a large Cu about 10 miles out. Good lift. There was a large hole toward Kansas, so I gave up my goal. The winds were negligible, but the clouds beckoned to Colorado. Trying to cross one of the 20-mile-wide holes, I had to detour about 10 miles to the east to pick up the only likely looking Cu within reach. I soon had a steady 500 fpm, then stronger and stronger as the cloud was pulsing itself anew once again. Cloud base at 13,700′ MSL, and then 1,000 fpm to 16,000 where I decided to leave because the little flag was popping up and down on the J-8. Some kind of short, I reckon. The next little Cu was near Springfield, but not workable. I crossed there at 13,000′.

What was that up on the horizon? Was that rain? No. There was a dark overhang from Cu nims farther north, but this was coming from under lower and not large clouds. Was it a line of smoke? Finally, no. Was it just cloud shadows and the sun shining thru? No! It was what I was afraid it was at first. A line squall, and coming my way hell bent. The wind was wedging under and rolling up the dust. Should I land at Springfield? No, only another 380-mile straight-line flight. I would go as far as I could, to improve my straight line distance. 75 mph, and it's coming closer rapidly. It's over Lamar now, so no hope of making the airport there. 85 miles an hour on the airspeed, and refusing good lift. Red line, and burning off the altitude. Where should I land? I will need help. Maybe on the lee side of some farm house, or a grove of trees. No, I needed a more substantial offering of help and a firm place to tie to. I have seen these fronts whip up to 60 and 70 miles an hour. There it is, my landing spot, on the highway. A service station with a large service apron. Clear the traffic on the highway. What about that truck I passed a few minutes ago. Yes, he is far enough back now. I wait for two cars coming from the north to pass, and down I go. Watch out for that mail box. Land it fast and hot, full brake, screaming tire, off the highway and slinging gravel and the wing touches down 5 feet away from the ethel pump. Out I hop, with the dogs going crazy and the owner and his wife looking slack-jawed. Shouting orders to bring a hammer for the driving of the stakes. Thanks for your help folks, but I don't have much time for talk, just do as I ask, please. Point her nose into the wind, and tie the rope to a big steel sign post and to the release hook. Drive in the stakes for the wings and tail. Here fella who just drove up, put these rings in the wings for me will you! Now tie her down solid with nylon ropes from my kit. Pull the spoilers and brake and tie them on. Take out the camera and barograph in case everything else blows away. And it hits, but 8606R is snug and rides it beautifully. Complete tie down operation, about 10 minutes. The wind blew for 20 or 30 minutes, and then the first rain for Clay Creek station, 13 miles south of Lamar, since July a year ago. Boy, I'm bushed. Introductions all around. Thanks for your help. I need a coke, and this cigarette



Map showing track of Wally Scott's 443.5-mile flight in a Schweizer 1-26.

tastes good. Relax if I can, and I can't. My family is now on their way from Dalhart, and now the worst part of the day is ahead, the hours of waiting and worrying about them on the highway. You think about them some while flying too, but not for long, you need your concentration for other things. Just protect them, will you? Thanks for such a good flight.

A few details: Straight-line distance for this flight, 418 miles. Total for the dog-leg distance, about 443.5 miles. Take-off at 10:05, landing at 18:39 central. (17:39 mountain.) High point, 16,000′ MSL. Cloud base from 9,000′ to 13,700′. Ground elevations from 3,000′ at Odessa to over 5,000′, and about 3,900′ at landing point.

A few afterthoughts: A braver person could have taken a ride on the cold front that made me land, but with a greater risk to equipment at the same time. The front lay on an east to west line, and could have been taken advantage of by riding to the east, (toward my goal) to add to the distance from the last turn point. I considered these things, and weighed them. As it turned out, the front, as it passed over, was not nearly as violent as some I have witnessed in West Texas. The winds were only about 35 to 40, but I believe it did increase some after passing me by. How much farther could the front have taken me? 50 miles, or 200, I'll never know. I have no regrets. How much farther north could I have gone had the front not been there? 50 miles at least, 100, maybe. Lamar was a screaming dive cinch, which would have been 456 miles. But the books are full of this kind of thinking, or else we would be shooting for 700 and 800 miles, instead of 560.

To me, this is a pretty great sport of ours. The thrill of the hunt, the thrill of the chase. Cool breezes blowing in your face, and the sweat of the furnace room stoker. The country is beautiful from up here, but the next minute it looks pretty grim from down here. Tranquility, despairity, tranquility. Fun? You bet.

In Memoriam

Jane H. Eldredge

Jane Harvey Eldredge started life in Berwyn, Illinois, on October 13, 1927, and her interest in aviation started about the same time. Her first concrete effort in this direction came during college life at Miami University of Oxford, Ohio, where she majored in Aeronautics. After graduation she worked for NACA—Cleveland (predecessor to NASA) and later went into aeronautical engineering at Martin, Baltimore. In 1953 she obtained a job in the Aerodynamics Research and Design Group of the Douglas Aircraft Company and moved to Southern California. While there she became very active in the Douglas Flying Club and held various offices including that of treasurer.

On May 1, 1956, she went to El Mirage and had her first sailplane ride in a TG-3A. From that moment on she was determined to become a soaring pilot. She joined the Douglas Soaring Club and checked out in their P-R.

During this period she helped the writer construct her 1-26 kit and came to know another soaring pilot, Dick Eldredge, who was also helping with the 1-26. About a year later Jane and Dick became partners in a T-Craft. Jane also helped Dick form the mould for his sailplane design BOOG. In 1958 Dick accepted a teaching position at a university in Washington, D.C. During this period Jane recovered the T-Craft, attended A&E school in the evening and started her BG-12A kit. She also server as scorer and barograph handler at the Nationals in Bishop.

On June 6, 1959, Jane and the writer drove to Las Vegas to meet Dick who was returning to California for the summer. Jane and Dick were married that day to begin a short but eventful life together. That fall they drove and flew to Washington, D.C., taking turns flying the T-Craft and driving the car towing the incomplete BG-12A. In June of 1960 they once more took turns flying and driving across the country, this time with the addition of a month-old baby boy (David). They settled in Lancaster where Dick went to work for the NASA Flight Research Center. A year later another baby arrived, Jae.

Meanwhile, they sold the T-Craft so they could spend more time working on their sailplane projects, Jane with the BG-12A and Dick with the BOOG. On Memorial

Photo by NASA

Jane H. Eldredge

Day, 1962, the BG-12A had its initial flight and Jane was the pilot. But the imminent birth of her third child (Steve) kept her from doing much flying that summer so she crewed for Dick who earned his Gold distance. During these years she spent a great deal of time working on the FAI badge committee. Those who earned badges in that period know how promptly she replied to all applications.

The next year, summer, 1963, Jane was ready to try for her badges. Her first X-C was 85 miles from El Mirage to slightly west of Baker for Silver distance. Next flight was to Searchlight, Nevada, 173 miles, long enough for Silver duration but not quite far enough for Gold distance. However, it completed her Silver badge, U. S. No. 713. The following weekend, June 16th, she did make Gold distance, 197 miles, to Yucca, Arizona. A cactus bush caught a wing tip on landing and caused the sailplane to swerve to one side striking an embankment. Jane crawled out of the wreckage and walked to the main road (Route 66) where she was unsuccessful in stopping any cars. Eventually a bus stopped and she bought a ticket to Kingman, 25 miles away, where she reported to the hospital because she had a slight back injury. A week later as she was preparing to come home, she died suddenly of a massive blood clot in each lung.

Jane will be missed very much by her friends in soaring and especially by her husband and three small children. She died as a result of her activities in a sport she loved and exhibiting the determination and drive that characterized her entire life.

BERTHA M. RYAN

Club News

Edited by PETE HARVEY

Club reporters should submit items for this column to Pete at 17 Cawfield Lane, Huntington Sta., L.I., N.Y. 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 Pete on the mailing list for same, in addition to *Soaring*.

Chicago Glider Club
342 Redbud Drive
Naperville, Illinois
A Chapter of SSA

Our club has increased further during the last weeks, the latest count being 40 members.

The concrete floor in our hangar has been poured a few weeks and makes the place look real nice. The adjacent clubhouse is nearly completed with running water and toilet working like a charm.

Five of our members went to the Nationals with their ships and Alex with his camera, the largest participation of our club at the Nationals so far.

Diamond prospecting has not been too successful due to adverse weather. Our most active prospector is still Doc "Moon" Mullen who is accumulating quite a record of X-C miles. His wife Doris recently got her private glider rating in addition to numerous power ratings and if she continues at Moon's pace in gliding we are sure that a few records in the feminine category are going to tumble pretty soon.

Dieter Schmitt, member of the German National Gliding Team that took part in the Nationals at Elmria, visited our place in July. He brought with him a new Ka-6 for our member Winfried Rudloff which takes the place of Kit Drew's Ka-6 that was sold to Detroit.

A few weeks ago Dick Schreder hopped over to our field at Rockford and gave quite a demonstration of the performance of his HP-11. As a result of this many of our members have lapsed into a HP-11 psychosis. We don't mind and wish that other soaring pilots would "hop over" too.

DR. HARTMUT SCHMIDT, M.D.

Hawkeye Soaring Club
200 Snell Building
Fort Dodge, Iowa
A Chapter of SSA

Can a "hawk soar? Sure it can. Especially in Fort Dodge, Iowa, where "The Hawk," a kit-built Schweizer 2-22C, soars almost daily. And members of Iowa's first soaring club, The Hawkeye Soaring Club, Inc., are mighty proud of the fruits of their labors.

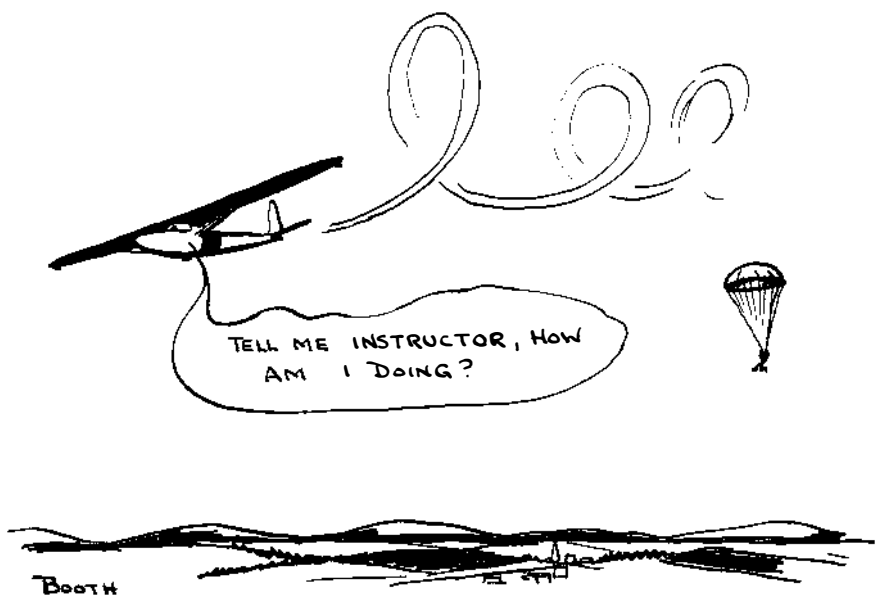
Soaring is finding fast friends in the city billed as Friendly Fort Dodge, For twenty assorted business, professional, farming and laboring people are discovering the silent fascination of the world's greatest flying sport. Since early spring when "The Hawk" took shape the excitement of soaring, brought to Fort Dodge by warm weather winter vacations of brothers Dr. Paul and Don Kersten (psychiatrist and attorney), has fanned a bundle of interest.

This interest, besides culminating in gliding and excellent soaring flights terminated only by hunger or cold, has also been evidenced by: purchase of Mr. Harold Drew's (Detroit) 1-26 . . . near completion of a Drew winch (through the good services of engineer-sailplane enthusiast Bud Mandelko) . . . acquisition of four parachutes, barograph and related soaring paraphernalia . . . near assemblage of a two-way radio system (Dr. Paul Kersten's wireless finesse) . . . addition of a half dozen new members . . . Bill Nessler's accreditation as glider pilot instructor . . . illustrated feature stories in the Des Moines Sunday Register and the Fort Dodge Messenger . . . air show demonstrations on frequent week ends . . . and entering competition in the Annual Midwest Soaring Meet (Champaign, Illinois-Labor Day Weekend) . . . just to name a few.

Plans are currently being formulated for Iowa's first Soaring Meet and Air Show to be held in the early puffs of summer '64 . . . which is hoped to be the first of many such events.

"Soaring is good in Iowa," says President Don Kersten and a dozen and a half fellow pilots second his invitation to other glider pilots about the country to "Come sample Fort Dodge soaring . . . and hospitality!"

DR. DUANE SCHMIDT



Soaring Society of Dayton
Richmond, Ind., Airport
A Chapter of SSA

Better than average conditions have prevailed during the earlier part of the summer. Five-hour duration legs have been earned by Alex Stolley, Bob Nelson and Jim Hurst. Several visitors completed Silver badge requirements during the 15th Wright Memorial Meet, May 30-June 2. A. J. Smith, flying his Sisu, was declared winner. Ideal weather existed throughout the contest, which drew more than 20 entries.

Walt Wilson, Bob Nelson and Jim Hurst bought a 1-23 in the spring and have flow it 60 hours already. Joe Bearden and Alex Stolley journeyed to Maine in May to pick up a 1-23B which has since accumulated 40 hours. Two Members who entered the Nationals sustained damage to their planes. Bill Coverdale had one wing of his Ka-8 severely damaged during a windstorm (a replacement wing has been received) and Phil Paul's Weihe is out of action due to fuselage separation incurred during an off-airport landing at Elmira.

Mahoney (1-26), Coverdale (Ka-8) and Bearden (1-23B) enjoyed the near perfect weather during the Midwest Soaring Meet at Bryan on June 21-23. (The writer, along with many others I'm sure, exceeded Silver badge requirements all three days.) Contests such as the Wright Memorial and the Midwest Meet contribute a great deal to the soaring movement by bringing together so many who enjoy competition and fellowship with each other. One of the big rewards of soaring is getting to know the pilots, families and sailplanes around the country.

SSD purchased a second L-5 in June and will have fitted a new engine by September. The original club L-5, which was purchased in 1951, made its 10,000th tow on July 4th. With Julian Allen, Secretary, flying the L-5, the club 2-22C was towed to 7500′ with Joe Bearden, President, and Pat Close, Chief of Operations, at the controls (8640′ MSL). It is probable that this establishes some kind of record for number of tows on a single club airplane.

Six members received Private Ratings on May 17th; Jim Hurst, Buz Smith, Walt Wilson, Alex Stolley, Max Marshall and Dick Shepherd. New members who have reached the solo stage are Cora Riber, Judy Graham, Alan Wigger, Jerry Crocker, Doug Bode and Buck Arnold. Other members in training are Ken Payne, Al Levinson, Ken Finck and Charles Adams.

Phil Paul's slides from the Internationals, Ed Stokes' movies from England and Paul's slides made in Italy and the Alps have contributed greatly to the programs at monthly meetings. The annual Christmas party is planned for December 7th.

For the first time in several years the

two club trainers have not been able to accommodate all visitors and prospective members during weekends. This is a healthy "problem" that requires skill and tact to see that newcomers are welcomed properly. The success of our club is dependent on a steady stream of candidates for our training program, so much of our effort is expended in this direction. This is also the reason for our having two 2-22's and two L-5's—to assure continuous training operations.

J. N. BEARDEN, JR., *President*

Photo by Arthur Legler, Jr.

The Schweizer 1-26 which members of the Falls City Soaring Club of Louisville, Ky., built from a kit. Color scheme is fire-engine red with white trim. Approximately 35 U.S. soaring clubs have 1-26's for the use of their members.

New Clubs

Not included in the 1962 SSA Soaring Directory

Baton Rouge Soaring Assn., Inc. 2520 Amarillo St. Baton Rouge, Louisiana

At some point during the last quarter of 1962, the Baton Rouge Soaring Club sort of evolved from a long series of bull sessions. Then in January, 1963, we purchased a 1-19, N91821, from the Illini Glider Club, had ourselves incorporated as the Baton Rouge Soaring Association, Inc., and watched our membership surge (?) to six. Since that time we have made lots of big plans, been discouraged from operating at a number of local strips, made lots of big plans, heard "my insurance doesn't cover me for that" from most prospective towplane owners, made lots of big plans, saw our 1-19 sit inactive most of the summer because so many members were ungloriously occupied trying to make a living, but above all we made lots of big plans.

The above should furnish sufficient nostalgia for us as we look back in the years ahead. In truth, we are fairly well pleased with our embryo progress thus far, considering the lack of knowledge of the sport in this part of the country. To our knowledge, there is only one other sailplane (used loosely of course) in the whole state of Louisiana, that one belonging to SSA State Governor Charles Jones. The most important thing is that we are actually in existence, after lots of individual dreaming. Many of our problems should be solved in time with the addition of more members, and there is already quite a good deal of interest being generated. We have six members; Fred Cockrum, George Friedel, Don Howard, Bob Munn, Bobby Ward and Roger Ward. Mr. Pat Mulloy from Mississippi came down to give a helping hand at the beginning, and Mr. Olin Haley of the FAA's New Orleans office has graciously answered our many questions and has seen us off to a safe start. We are very grateful to both men for their time and interest.

We will give a report from time to time.

DON HOWARD

Sky Sailors Assn., Inc. 13 Peterson Lane, Indian Bluff Island, Palm Harbor, Fla.

As an SSA Member I have finally gotten this new club going in the Tampa, Fla., area. We bought a Schweizer 2-22C from Jim Parrott's Miami Soaring School and had our first weekend of flying on Aug. 17-18. Our operations are at Brooksville Airport which has a 9000-ft. paved taxi strip and very little traffic. We use both auto and aero tows and logged 55 flights in five days of flying.

Ten full members presently own the open-ended nonprofit corporation and we have four associate members. Membership in SSA will be forthcoming for all and we expect to apply for SSA chapter status.

For myself I have purchased a new Schleicher Ka-8B which is due in Tampa early in September. So soaring will go forward here in the Tampa Bay region.

ROBERT LONG, *President*

Tri-State Soaring Soc. Dave Baker, Sec., 529-9th St., Huntington, W. Va.

This new club is now a W. Va. corporation with a membership of eight but is open to others. Application for SSA Chapter status has been made and is expected to be granted soon.

A Schweizer 2-22C, N8620R, was purchased from Gus Street and we expect to have a 1-26 when we get a few more members.

Our soaring site is the Ashland Boyd County Airport, Ashland, Ky. The commercial operator on the field furnishes aero tows with a Cessna 180. We have auto tow available and are in the process of arranging to have a winch built. Auto tows are $1.50, winch tows $1.00, and aero tows are $3.50 to 2,000 ft. (minimum) and $4.50 for 3,000 ft.

Officers are as follows: President, James Hawes; V-P, Lewis Richmond, Jr., M.D.; Sec., Dave Baker; and Treas., Bobby Raines.

Since we are located where Ohio, Kentucky and West Virginia meet we hope to make assaults on the state records of these states.

LEWIS RICHMOND, JR., M.D.

School News

Sailplanes, Inc. First National Building Oklahoma City 2, Okla.

Sailplanes, Inc., started its soaring school at Guthrie, Oklahoma, on the 1st of June and thermals and business have been booming ever since. Our initial equipment included a brand-new Schweizer 2-22 and 1-26 and a 150-h.p. Super Cub towplane. Don Terrill, a 6,000-hour power veteran with over 3000 hours of instruction, is the Instructor-Manager.

During the first month most of our customers were pilots who had flown sailplanes before or who came up to take advantage of the free ride we offered the first 30 power pilots to check in. Two television stations covered our operations with newscasts and one with a one-half hour morning show. By the time July rolled around, we were seeing more new faces all the time and decided to get another 1-26, which Bill and Helen Cleary towed home from Elmira just after the Nationals. Soaring conditions, which were good during June, became excellent during July and have stayed that way ever since. In August, we flew over 300 airplane tows plus a number of winch tows. Jerrie Cobb, the nation's No. 1 woman pilot, checked out and got her commercial rating in one day and is now ready to go after some records. Bill Schulte, Assistant FAA Administrator, had a good 30-minute ride with Bill Cleary during which they gained more than 1600 feet of altitude. We expect to see Bill Schulte back at the school on his next trip to Oklahoma City to get his glider rating. On Sunday, August 18th, Don Terrill and Dick Riggs gained over 3000 feet in some booming thermals and had to use the spoilers to get down before a thunderstorm hit. The same afternoon, Braniff pilot Marion Griffith in his Austria Standard and Jack Baugh in his Skylark 4 arrived at our airport from Dallas. The trip was good for a Gold distance leg for both pilots. Late in August Marion Cruce got his Silver distance and endurance legs on a 5½-hour flight and on Labor Day, Ken Howell, one of our 14-year-old students, made his first solo flight. Starting from scratch on the 1st of June, we now have over 40 sailplane pilots with 18 qualified to fly the 1-26. The group includes Jimmy Patterson (13) who expects to solo on his 14th birthday later in September, Ken Howell (14), Jeffry Blalock (14), Jay Spradling (16) and Jim Hoover (18). Less than 5% of our pilots had been in a sailplane before we started operations.

We expect to maintain full-time operations through October and then hope to commence a training program at the state universities. We are thinking about moving part of the personnel and equipment to Phoenix during the winter and would appreciate comments from anyone in the Phoenix area.

WILLIAM B. CLEARY

Canadian News

Edited by DAVE KING

Items for this page should reach Dave King, 220 Iona St., Ottawa 3, by the 5th for the next month's *Soaring*. Photographs are welcome, but can't be returned. Copy should be about as you want it to read. Newsletters are welcome but we don't always have time to revamp them into items suitable for *Soaring*. "Letters to the editor" are invited.

FAI Badges for Soaring

Issued in Canada
August 11 thru Sept. 5, 1963

C Badges

537. Herman Kurbis, Winnipeg, Man.
543. Norman McKay, Calgary, Alta.

Silver Badges

117. Karl Bunder, Aurora, Ontario.

Goal Diamonds

H.M. Jurgeit, Toronto, Ontario

Legs for Gold Badges

H.M. Jurgeit (Dist.), Toronto, Ont.

Legs for Silver Badges
(A—Altitude, D—Dist., E—Endurance)

Michael G. Groom, D, Rosemere, Que.
Hans Lorch, A/E, Elora, Ont.
Ernst Fedde, A/E, Toronto, Ont.

SAC News

All clubs have recently received a Free Flight Bulletin, which contains news of interest to all members. Do please see that the officials of your club make these bulletins available for all members to read.

A recommended practice bulletin has been issued also, concerning the wearing of parachutes; all pilots are urged to take the advice contained in the bulletin.

F.A.I. Badges. As you can see by the lists submitted here, Julien Audette is doing a fine job in dealing with badge claims. In order to help applicants submit complete claims we have revised the application form, and no older issues of the form will be accepted after the 1st of November, 1963. Unfortunately it has been found necessary to make a charge of ten cents per copy (or 20 for $1.00) for the new form. It is hoped that clubs and official observers will purchase the forms in lots of 20 to simplify our bookkeeping.

TERRY BEASLEY, *President*

Cu Nim Gliding Club
Box 204, Calgary, Alta.
An SAC Member Club

Lots has happened since spring and in spite of some mishaps during August the club has made progressive headway. Locke Robertson set the pattern early in the season with his Silver distance flight from DeWinton to Hussar and he also managed to hang on for over 5 hours which completed his Silver C badge.

The next member to try for his distance in the L-Spatz was George Ryning. To his dismay and everybody elses he was short a few miles. Nice try . . . there is always a next time. On August 17th Bruce Hea rode the L-Spatz 5:28 hrs. covering a distance of 65 miles (DeWinton to Drumheller). This completed another Silver badge in the club.

The club's training program has advanced quite well, thanks to a lot of work and enthusiasm of Walter Hillen. Eight students will be licensed soon. In August, Adolf Kohlfuerst tried the L-Spatz on the winch with the CG hook and got a terrific thermal flight out of it.

In order to get the C of A for the Bubble (TG-3) we have to do some repairing on it. The club plans to sell this ship and to purchase a Bergfalke for the the club trainer. Ab initio training with ground slides, etc., is, in the long run, pretty hard on the equipment.

To humour our wives we have a dance planned this fall again . . . but also to keep us operating in the black.

SIG SCHOLZ

Gatineau Gliding Club
Box 883, Ottawa
An SAC Member Club

The coldest and wettest August for many years cut down our activities quite a bit. July was taken up partly by the Nationals at Hawkesbury, only 24 miles from our base at Pendleton. Six sailplanes from here entered, with ten pilots.

Two more sailplanes have appeared at Pendleton this summer—a new Skylark 4 brought in by Eric Wimberley and Ed Laenen, and a Bregeut 905 "Fauvette" which Dave King bought from Terry Beasley of the Montreal club. Dave set out for his Gold badge distance on August 25th, with Oshawa as goal; but landed 173 miles out at Centreton, Ont., NE of Cobourg. Still, it was a pleasant flight and good experience, the course (WSW) being unusual owing to the proximity of Lake Ontario on the south and rough terrain on the north. (All this being a plug for the undersigned!)

The Labour Day contest at Pendleton was won by Dave Webb of Montreal with his Skylark 4. The weather was not too good but there were two contest days. On Sunday the task was a race to Granby, Quebec, 115 miles ESE. Dave landed two miles short, but no one else went more than half way. Monday's assignment was a race to St. Jerome via Alexandria and Hawkesbury, 87 miles total. A strong wind kept anyone from completing the second leg, and several landed at Alexandria.

The contest weekend was followed by a Gliding Week, mainly devoted to training. Willi Nassau, who flew primaries and Grunaus twenty years ago in Austria, was resoloed. The week was blessed by fine weather except for one day of rain. The contest and week were organized by Glenn Lockhard, who also did most of the towplane flying during the week —32 tows one day, which is quite a bit in the Tiger. He finally checked me out for towing so he could rest up. As the Irishman in *Huck Finn* said, while riding out of town on a rail, if it wasn't for the honour of the thing I'd sooner decline.

DAVE KING

Canadian Scoutmaster Lou McPhillips of the Winnipeg Gliding Club with the two Scouts and one Cub he took soaring on the afternoon of the eclipse, July 20th, with the club's Cinema II sailplane at Lyncrest Field near Winnipeg. Lon has been trying to get Air Scouts officially recognized in Canada, as they are in the U. S. and England, and this flight session was the first of its kind in Canada. The Winnipeg Club owns a 1-19, also, and its members own an Olympia Meise and two Grunau Babies.

Lakehead Gliding Club
Box 161, Ft. William, Ont.
An SAC Member Club

Since our last report, things have progressed not too unfavourably.

Early this spring we had a surprise visit, short, but very enlightening, from one of the World Championship pilots, Wolf Mix, of Toronto. We were indeed enthralled by his fascinating tales of Argentina. We have since had members visiting from Minneapolis and Brantford.

This summer five members have made their solo flights in our 2-22C. They are, in order, Al Pastor, Herb Schafer, Joe Zirnsak, Larry Bryan and Frank Bryan. Frank and Larry (father and son) have already written for their tickets. These five grateful guys would like to express their sincere appreciation to our two persevering instructors, Vince Plesch and Paul Mudryk.

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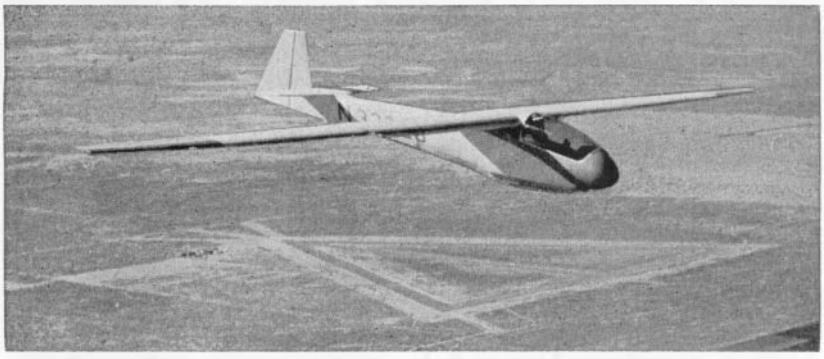

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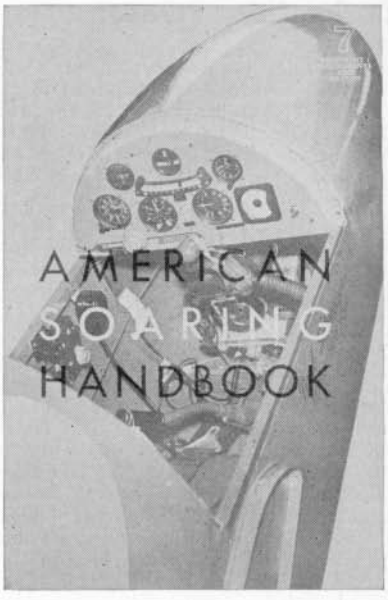
Chapter 7 of the



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SSA Box 66071
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Close to 800 flights have been made this year by winch tow. At last we have succeeded in locating an available plane and pilot at the Lakehead Flying School, for aero towing. Both were checked out one recent weekend and are raring to go. We are hoping for close co-operation this fall so that we may check out all of our soloists on aero tow.

In July we had a visit from 14 enthusiastic Air Cadets who were on a summer flying course under the able instruction of Frank Bryan at the Thunder Bay Flying Club. Two of these Cadets have since been recruited as Members of our Club. (Our membership has now expanded to twenty.)

Paul Mudryk has visited and made flights at Saskatoon and Brantford. At Brantford, he made a flight of 2:23 on his first try in the (Bomber) TG-3. He also dropped in on the Nationals at Hawksbury.

With our 2-22C (which just had a check-up and renewal of C. of A.) we have been setting new local records and surpassing the old ones set by our Club. The flame of competition is burning brightly amongst our members, and they are really working to find our few-and-far-between thermals.

That's all for now. We are on our feet and walking, and hope soon to be "running." The future does look bright after all.

PAT (MRS. JOE) ZIRNSAK

Southern Ontario Soaring Assn., Box 172, Brantford, Ont. An SAC Member Club

The month of August brought some excellent soaring conditions, and for a change some of the good days came on the weekends. On the Civic Holiday, Monday, August 5th, conditions were so good that the writer flew locally for 90 minutes without circling or doubling back under the same cloud. During this time altitude didn't vary by more than 1000 ft. The following weekend was as good or better and a mass assault was launched on triangle records. Unfortunately, the results were not quite as expected. Dick Ballinger got round a 200-km. course in very fast time in his Skylark 3D but neglected to take pictures of the turning points. Roy Gray did the same task, complete with pictures, but got lost on the second leg and ended up with a rather slow time. Gord Oates took the Skylark up after Dick got back and roared around a 100-km. triangle in about 70 minutes. Unfortunately, he didn't declare the task before he left. Willy Deleurant completed what he thought was a 300-km. triangle in record time, to claim his Diamond goal. Unfortunately, he had goofed when he measured the course and it turned out to be the fastest 275-km. triangle flown in Canada.

Other good flights during the month included Martin Jurgeit with a Diamond goal flight on the milk run to Harris Hill. Gord Oates did the same in his Skylark. He was en route to New Jersey but after a very fast trip to Elmira he was forced down by rain showers and other assorted "Clag." Charlie Yeates took a farewell flight in the Austria, before leaving for Montreal, and dropped in on Dick Schreder at Bryan, Ohio. This was a flight of about 250 miles; routine for Chuck.

Ian King represented the club this year in the Annual 1-26 regatta at Harris Hill. He did very well for a beginner, having done only one previous cross-country flight, coming in 7th out of 20 competitors. Roy Gray and John Kelley took their Ka-6 down for the weekend and came second in the Open Class. Not too spectacular a result as there were only 6 competing including a 1-20 (which did extremely well by the way). All in all those who made the trip had a most enjoyable time.

JOHN A. KELLEY

Letters

Correction, Please!

Dear Sir:

Regarding the photo of CAP Cadet Christine Whitcomb on page 19 of the June, 1963, *Soaring*, Chris was the 30th, not the 13th Cadet to be soloed in the preceding twelve months - or, more correctly, since 1 Jan. 1962, the preceding ten months.

Cdr. R. K. Awtrey, USN
CINCPACFLT (63), NAVSTA Pearl Harbor, Hawaii

Exciting Meeting

Dear Lloyd:

On August 11th I made a 393-mile flight in an attempt to break the world goal and return record. I landed 33 miles short on a 426-mile flight. The course was from Rabbit Dry Lake (east of Carson City, Nev., on highway 50) to Keeler, California, and return. This was my first all-out attempt and with more experience and weather cooperating it looks feasible. I'm keeping my ship at the Carson City Airport until the end of September and will keep trying it until time runs out but I am very encouraged.

An interesting side to this flight was my meeting Sterling Starr over White Mountain Peak going in the opposite direction trying to do the same thing from Inyokern to Grants Peak and back. He landed at Bishop on the way back. Also about 15 minutes behind him was Evan Stover in another 1-23. It was very exciting to meet with other sailplanes on the flight.

Bruce Beebe
244 Connecticut St., San Francisco 7, Cal.

NW Regionals

SSA:

Attached please find application for completion of Gold badge plus Diamond goal leg, Hailey, Idaho, to Butte, Montana, 7-24-63, supervised by Major Ed Butts.

May I compliment everyone having anything to do with making the Northwest Regional Soaring Championships a complete success and urge a similar meeting to be held next year.

Wm. Frank Kelsey
1502 Edison St., Salt Lake City 15, Utah

Tom Swift on Soaring

Dear Sir:

Although "Tom Swifties" are fast becoming passé, thought I would pass the following along and invite further invention:

"I like to crew in the desert," said Shirley Emons, hotly.

"High aspect ratio is the secret to performance," said Dick Schreder, infinitely.

"Ink trace barographs are no damn good," said Bruce Beebe, icily.

"Slope soaring is for sissies," said Paul Bikle, loftily.

"My bird stalls at 120," said George Moffat, speedily.

"All-metal sailplanes are in," said Irv Prue, strongly. More corn, anyone?

LCDR Kent Hugus, USN
FTG Box 55, Navy 115, c/o FPO, N.Y. N.Y. (Guantanamo Bay, Cuba)

The Kleenex Caper

Dear Lloyd:

I found Mr. Lobmaster's article on "Thermal Marking" most rewarding.

From where I sat on a Friday evening, reading the June *Soaring*, I spotted an even cheaper source of tissues, 1680 single sheets for just $0.37, and coloured too! A quick check on my final glide calculator told me that the savings from one season's use of this type, at one-eighth the cost of facial tissues, would be equivalent to 0.92 of one launch.

This idea. I must admit, is not new. An English soaring friend told of toilet paper being used for thermal marking during a contest weekend at Camphill. Soon they had used all supplies at the local facilities and dispatched one crewmember to buy more rolls. The boys still chuckle over how their young friend asked the amazed storekeeper for "12 rolls of toilet paper, please" adding, as an explanation, "the boys on the hill are having a competition."

However, after reading Lobmaster I set out for Pendleton Airfield in an experimental frame of mind. I got launched in my shared Ka-6 with full cross-country kit, including *Soaring* of course, for reading matter whilst waiting for my ever-willing crew. Once airborne, I saw the Mg-23 circling nearby; little puffs of red Kleenex appeared occasionally from its window. I went over to investigate. Must have been the wrong colour—the Kleenex went down. I released some "White Swan" tissues – same result. I threw out *Soaring*—it went up!

Which must prove *Soaring* is quite light reading.

John W. Chesbrough
47 Sussex Dr., Ottawa, Ontario

Record or Picket?

Editor:

Re: Bikle flight of 557 mi.

As a dues paying member—I demand!!!:

Subject flight be recognized and published as a U.S. National Record.

Subject flight was accomplished during a recognized tournament, under SSA Official Observers who are fully competent to attest to the authenticity of this record claim.

A barogram in connection with such a flight attests to nothing and certainly is not so persuasive as "eye-ball" witnesses.

> The August issue of *Sailplane and Gliding*, the official journal of BGA, gives an account of a record flight in that country which was made under identical circumstances and which was recognized as a National Record.

This flight by Mr. Bikle is an outstanding accomplishment by a foremost American soaring man—just the greatest such accomplishment in the world. For SSA to stand by and let this go as a so-called "outstanding flight" is nothing short of a tragedy.

I want and demand my rights—this is a record flight and must be recognized as such. Failing the attainment to that which is justly due me, I will organize a march and picket the offices of the SSA Records Committee.

Member E.J.
E. J. Reeves, 3330 Bryn Mawr, Dallas 25, Texas

Materials Available

The SSA has a variety of items available on a free distribution basis, unless otherwise specified. Request by item number or name from SSA, Box 66071, Los Angeles 66, California.

Item 3. FAI soaring awards application forms.

Item 4. SSA membership application forms (postage paid business reply envelopes).

Item 6. "SOARING . . . The S.S.A. . . . and YOU" pamphlets, telling about the sport of soaring, glider pilot certificates, how soaring is organized, what the SSA is and what it does, and how to get started in soaring. Ideal for answering the questions of prospective soaring enthusiasts.

Item 7. List of Soaring Clubs. Gives club addresses, meeting times and places, 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. Manufacture. Includes brief description, price, manufacturer's name and address. New equipment only.

Item 9. List of Soaring Schools and Commercial Glider Operators in the U.S., giving location, equipment and prices, where known.

Item 10. List of Books on Soaring, where they may be obtained, prices and brief description of each.

Item 24. Incorporation Procedures – California. Intended to show non-profit soaring clubs the way to incorporate, with specific details for the state of California.

Item 25. Suggested Bylaws for Soaring Clubs. For those seriously attempting to form new clubs.

Item 28. Used Sailplanes For Sale List. All known used sailplanes for sale for which the owner has given permission to add to this list. Latest revision date is Aug. 1, 1963.

Item 30. Film Library List, with rules governing use of the films. Request from Walter B. Hausler, 67 Fisher Rd., Rochester 11, N.Y.

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

Item 39. State Soaring Records Rules and Application Form. Available from State Governors or SSA.

Item 42. List of Foreign Aero Clubs and Soaring Centers. Addresses to use when writing for information about soaring abroad.

Vermont Wave Camp

This is an invitation to soaring enthusiasts to participate in the first annual Green Mountain Wave Soaring Encampment, to be held this year during the last two weeks of October here at Sugarbush Valley, Warren, Vermont, Oct 18-Nov. 3.

The encampment is being sponsored by the Sugarbush Soaring Club and will be the first group meeting to take advantage of the previously unexploited conditions considered by experts to be the finest wave conditions in the eastern U.S.A.

The Sugarbush Club will have available its own towplane and at least one other. Other services will include barographs, tie-downs, observers, instructors and retrieve crews; in short, all the services to ensure you've uncomplicated soaring. In addition, the family and nonpilot friends are not being neglected; two-seaters will be available plus qualified instructors.

The same comfortable inns that are famous here at Sugarbush in winter and summer for food and accommodations are making available full facilities at off-season, rock-bottom rates (the owners are club members.) Evening programs and entertainment will be featured along with soaring programs for nonwave days and indoor activities for nonflying days.

While many new records will be established, and many diamond and gold altitude marks set, there is also the probability of several distance records and legs being accomplished from the high point of a wave front which often extends into Maryland from the Canadian border.

As far as we know, this will be one of the first such opportunities for soaring pilots to enjoy a complete resort community with golf courses, riding schools, tennis courts, art galleries, etc., with the main attraction being the soaring itself.

Why not plan to join us in this exciting venture and have an enjoyable fall vacation with your family. Costs will be held to a minimum with tows at $3 and $1 and single and double rooms with bath and meals starting at $8. Please write us your space requirements and for any additional accommodation and/or soaring information.

JOHN MACONE
Sugarbush Soaring Club
Warren, Vermont

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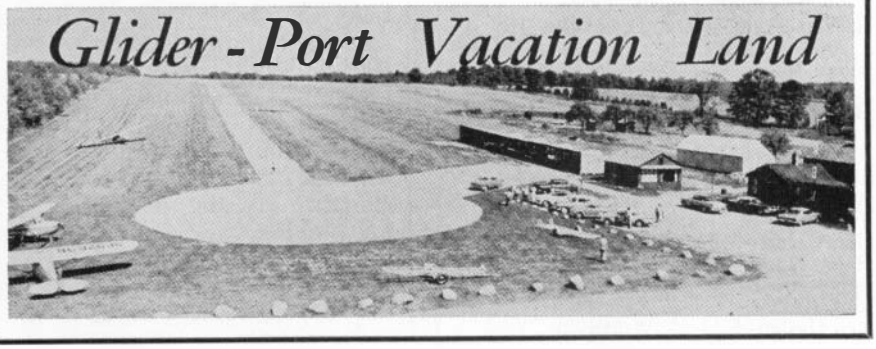


Calendar

Oct. 12-21. FAI General Conference, Mexico City, Mexico.

Oct. 18—Nov. 3. 1st Annual Green Mountain Wave Soaring Encampment, Sugarbush Valley, Warren, Vt.

Idea Corner

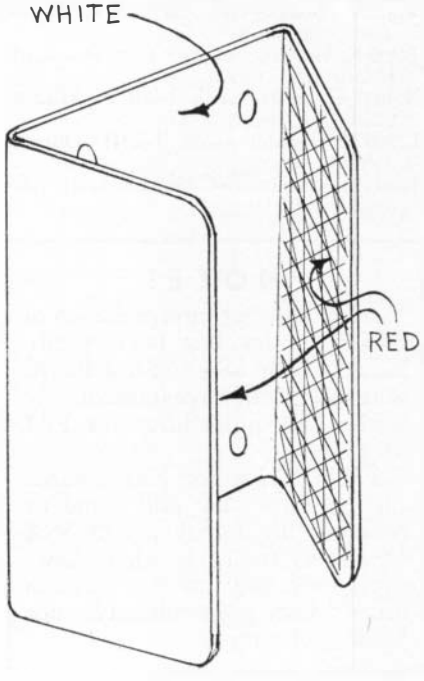
Last spring The Vultures acquired a new Ka-6. Since we have no hangar at Big Beaver, we decided to build a covered trailer for use both as hangar and transport. We adopted the wedge layout, with the wing roots and fuselage bringing up the rear. This arrangement provides good vision for the driver and reduced length because only a relatively short tongue is needed.

The trailer is still necessarily long and careful driving is needed to limit the angle between the car and the trailer on turns.

We have devised a simple turn indicator mounted on the front of the trailer and seen through the rear vision mirror. When a red panel begins to show, the driver knows that he must reduce his rate of turn to avoid damaging the front of the trailer. The indicator can be made in a few minutes from 16-gage aluminum.

H. DREW

Bracket for trailers to indicate limits of backing up angles.



INTERNATIONAL F.A.I. BADGES FOR SOARING

Issued in the United States

Aug. 16, 1963, through Sept. 10, 1963

Diamond Badge Completed

Jack J. Arkovich, U.S. 23, International No. 320
Kai Gertsen, U.S. 25, International No. 323
Benjamin W. Greene, U.S. 26, International No. 324
George Arents, Jr., U.S. 27 (tentative) (International number applied for)
Wylie H. Mullen, Jr., MD., U.S. 28 (tentative) (International number applied for)

Gold Badges

174—Robert H. Gurr
175—Lanier Frantz
176—Leonard V. Pratt
177—Philip J. Baugh
178—Lloyd P. Hunter

SILVER BADGES

758—Robert H. Gurr
759—Alen W. Fritzie
760—Dudley C. Fort, Jr.
761—Frank J. Lilly
762—Ray S. Stafford
763—Andrew D. Davis
764—Herbert Franke
765—Aubrey J. Battley
766—Jerry Austin
767—Serge T. Winkler
768—Karl K. Eckberg
769—Wesley G. Coss
770—Earl D. Shelor
771—Karle L. Jessop
772—Alton L. Krauss
773—Andrew R. Buccini
774—Philip J. Baugh
775—Winfield R. Brown
776—John M. Wallace, Jr.
777—Ward J. Mayrand
778—John B. Hunter
779—Charles N. Shannon

DIAMONDS FOR GOLD BADGES

George Arents, Jr.—Dist.; 2-25; Marfa
Philip J. Baugh—Goal; Skylark 4; Dallas, Tex.
John R. Gravance—Goal: Prue Standard; El Mirage, Calif.
Robert H. Gurr—Goal; 1-26; El Mirage, Calif.
Lloyd P. Hunter—Goal; 1-23H; Odessa, Tex.
James L. LeSueur—Goal; LK-10A; Liberal, Kan.

NOTE!

The following interpretation of existing rules has been established by the SSA Contest Board and will be effective immediately under SSA procedures for FAI awards:

Pilots trying for FAI awards on the same day and same or different flight may act as SSA Observers for each other; however, they may not act as each other's turn point observer nor landing observer.

Frank J. Lilly—Goal ; Ka-6CR; Marfa, Tex.
Wylie H. Mullen, Jr., M.D.—Dist.; Ka-6CR; Odessa, Tex.
Alvin H. Parker—Dist.; Sisu-1A; Odessa, Tex.
Neal H. Ridenour—Goal; Ka-6CR; Naperville, Ill.
Edgar D. Seymour—Goal; Ka-6CR; Dansville. N.Y.

LEGS FOR GOLD BADGES

(If for same flight as above diamond, ship and site are omitted.)

Aubrey J. Battley—Dist.; 1-26; Marfa, Tex.
Philip J. Baugh—Dist.
Wesley G. Coss—Dist.; 1-26; Marfa, Tex.
Andrew D. Davis—Alt.; Cherokee II; El Mirage, Calif.
Lanier Frantz—Alt.; Ka-6CR; Alpine, Tex.
Robert H. Gurr—Alt./Dist.; 1-26; El Mirage, Calif.
Lloyd P. Hunter—Dist.
Frank J. Lilly—Dist.
Donald A. Mosher—Alt.; 1-26; Hawkesbury, Ont., Can.
Victor L. Peres—Dist.; 1-26; Waterford, Pa.
J. W. Petre—Dist.; 1-23G; Inyokern, Calif.
Leonard V. Pratt—Ait.; 1-23; Cedar Hill, Tex.
Edgar D. Seymour—Dist.

LEGS FOR SILVER BADGES

(A—Altitude; D—Dist.; E—Endurance)

To conserve space, states for some common sites are omitted in the listing but given here:

Adrian, Mich.	Hilltown, Pa.
El Mirage, Calif.	Marfa, Texas
Elsinore, Calif.	Odessa, Texas
	Wurtsboro, N. Y.

Marc Abell—E; L-Spatz-55; Barre, Mass.
Glenn D. Argetsinger—A; TG-2; Stanton, Minn.
Jerry Austin—D; 1-26; El Mirage
Aubrey J. Battley—A/D/E; TG-3A & 1-26; Marfa, Tex.
Philip J. Baugh—E/D; Skylark 4; Chester, S.C. & Dallas, Tex.
Hal Bonney—A; 1-26; Tehachapi, Calif.
John Brittingham—A; 1-26; Odessa
Winfield Brown—A/D; 1-26; Elsinore
Andrew R. Buccini—E; 1-23H; Naperville, Ill.
Robert N. Buck—A/D; 1-23H-15; Elmira, N.Y.
Jacqueline A. Cadwell—E; 2-22C; Waimanalo, Hawaii
Edward Conkling—A; 1-26; Hilltown
Wesley G. Coss—D/E; 1-26; Marfa
Andrew D. Davis—E/A/D; Cherokee II; El Mirage, Calif.
Nils Eberhardt—A; TG-2; El Mirage
Karl K. Eckberg—D/E; 1-26; Waterford, Pa.
Dudley C. Fort, Jr.—D/A/E; TG-3A; Murfreesboro, Tenn.
Herbert Franke—E/A/D; Ka-8B; Troy & Adrian, Mich.
Allen W. Fritzie—D; 1-26; Bitterwater Canyon, Calif.
Herbert R. Gottelt—A; Ka-7; Naperville, Ill.
Robert Gurr—D; 1-26; El Mirage
Lauren Hammond—A; Ka-7; Adrian
Jack Hart—A; 1-26; El Mirage
Fred Heil—E; 1-23; El Mirage
Henry Herr—A/D; 1-26; Hilltown
Henry Hoiler—A; 1-26; Hilltown
James Hurst—E;1-23; Richmond, Ind.
John Hunter—D; 1-26; Odessa
Neil Hyslep—E; 1-26; Wurtsboro

The Silver badge sew-on emblem, 2-7/8 in. in dia., silver on blue, examples of which are available to U.S. Silver badge holders for 55 cents each, tax incl. Order from SSA, Box 66071, Los Angeles, Calif. 90066.

George Jacoban—D; 1-26; Bayport, N.Y.
Karle Jessop—D; 1-26; El Mirage
Suzanne S. Jones—A/D; 1-26; Longmont, Colo.
Alton Krauss—A/D; 1-26; Hilltown
Thomas Lee—A; 1-26; Carson City, Nev.
Frank Lilly—E; Ka-6CR; Marfa
David Long—D; 1-26; Cumberland, Md.
Ward Mayrand—D/E; 1-26; Adrian
Frank C. McMaster—A/D; LK-10A; Arkansas City, Kan.
Oswin Niehuss—A; TG-2; El Mirage
Nels Niemi—A; 1-26; Elsinore
Norman B. Perry—A; 2-22; Waimanalo, Hawaii
Ralph T. Queen—A; 1-23; Leesburg, Va.
William Reiken—D; 1-26; Bitterwater Canyon, Calif.
Andrew Ross—A/E; Ka-8B; Wurtsboro
James Sandefur—A; 2-25; Marfa
Charles N. Shannon—D; P-R; Grand Prairie, Tex.
Earl D. Shelor —E/A; 1-26; Minneola, Kan., & Liberal, Kan.
Ray Stafford—E; Ka-6; Marfa
James A. Struthers—A/E; 1-26; Stanton, Minn.
Louis S. Stur— A; LK-10A; Hailey, Idaho
Clarence E. Walker, Jr.—E; L-Spatz-55, Zionsville, Ind.
John M. Wallace, Jr.—D; LK-10A; Monroe, Ga.
John H. Wawirka DVM — A; Ka-7; Naperville. Ill.

PHOTO EVIDENCE

A reminder to those using pictures to identify turnpoints in FAI Award attempts—please reread the procedures for using cameras as outlined in the June, 1961, *Soaring*. Particularly, film (negatives) and photographs are being turned in without proper certification by an observer that the film shows a simple turn was made *around* the declared turning point.

Procedures to follow for FAI Soaring Awards are outlined in the March, 1963, *Soaring*.

CLASSIFIED ADVERTISING

Classified ad rate is 15 cents per word. Make checks payable to SSA and send with ad to SOARING, Box 66071, Los Angeles, Calif. 90066.

SAILPLANES FOR SALE

HP-10. Storm damaged, with trailer, less wing, canopy, instruments. Best offer over $800.00. Helisoar, P.O. Box 603, Danbury, Conn.

BG-12A. Excellent condition. Enclosed, all-metal trailer. Fiberglassed wing. Earned Silver C with it in "soggy" Maryland. $3500 or trade for 1-23D even or Ka-6 needing repairs. Will meet a Westerner at Mississippi River or Texan halfway. E. "Joe" Caicuts, 907 Montrose Ave., Laurel, Md.

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BG-12A with trailer and instruments including T.E. vario., elec. T&B, and G-meter. $2,500. Photo on request. Ted Chandler, Wortham, Texas.

1-23 with instruments and trailer. $3500. S. S. Montgomery, Box 643, Irving, Texas.

Blanik. Czech all-metal two-place. L/D 29. Fowler flaps, retractable wheel. For details write *Soaring*, Code A, Box 66071, Los Angeles, Calif. 90066.

NEWTON NV 1, 2-place, all-wood, mahogany skin homebuilt glider, 75% finished, inspected, stressed 9 G's, Engineered by Strato, 33 to 1, all parts to complete, trailer. Best offer by August gets it. Stan Newton, 153 Cambridge Drive, Lemoore, California.

LK-10A Flat-top, licensed to Aug., 1964. Sale or trade. Bob Morauski, Rte. 3, Box 243-A, Pueblo, Colorado.

1961 2-22C. Like new. $3200.00. Edward Meidel, 515 W. Lowell, Mishawaka, Indiana.

SAILPLANES WANTED

1-23—1-26—or Ka-6 and trailer. List full details and instruments first letter. Indicate factory or kit built. Edward Meidel, 515 W. Lowell Ave., Mishawaka, Indiana.

WANTED: 1-26, vicinity Colorado, J. Cedarleaf, Rte. 3, Box 183, Holmes Rd., Colorado Springs, Colorado.

Wanted: Two-place sailplane, trailer. Must have L/D of 20 of better, full cantilever wing. Instruments, airworthiness not required. J.L. Amick, 1464 Cedar Bend, Ann Arbor, Mich. 48105.

INSTRUMENTS

PERAVIA ALTITUDE RECORDERS: Exclusive Peravia distributors. Mercotec Corporation, 38 Pearl St., New York 4, N. Y.

PLANS AND KITS

Briegleb BG-12B high-performance sailplane plans, $125.00 PP. Includes full size bulkhead and rib drawings. Low cost kits available. Licensed under CAR Part 1, Experimental Aircraft. Sailplane Corporation, El Mirage Field, Adelanto, California.

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PUBLICATIONS

Interested in home-built aircraft? Read *Sport Aviation*, monthly magazine of the Experimental Aircraft Assn. Annual subs. $6 or 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.

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

Soaring in America pamphlets, 25¢ ea. Tells what soaring is all about. SSA, Box 66071, Los Angeles 66, Calif.

READ *Sailplane and Gliding*, official bi-monthly publication of the British Gliding Association. Annual subscription $3.00. Order from BGA, Artillery Mansions, 75 Victoria St., London, S.W.1, England.

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, S-O 44, N-D 44, J-F 45, S-O 45, 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, J-A 48, S-O 48, N-D 48, M-J 49, S-O 49, N-D 49, all of 50 except J-A, M-A 51, J-A 51, S-O 51, N-D 51, J-F 52, M-A 52, M-J 52, J-A 52, N-D 52, M-J 53, J-A 53, N-D 55, M-J 56, S-O 56, M-J 57, S-O 57, 8-59, 9-59, 10-59, 3-60, 4-60, 9-60, 10-60, 11-60, 12-60, all of 61 except May, all of 62 except Jan. & Feb., and all of 63 to date.

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