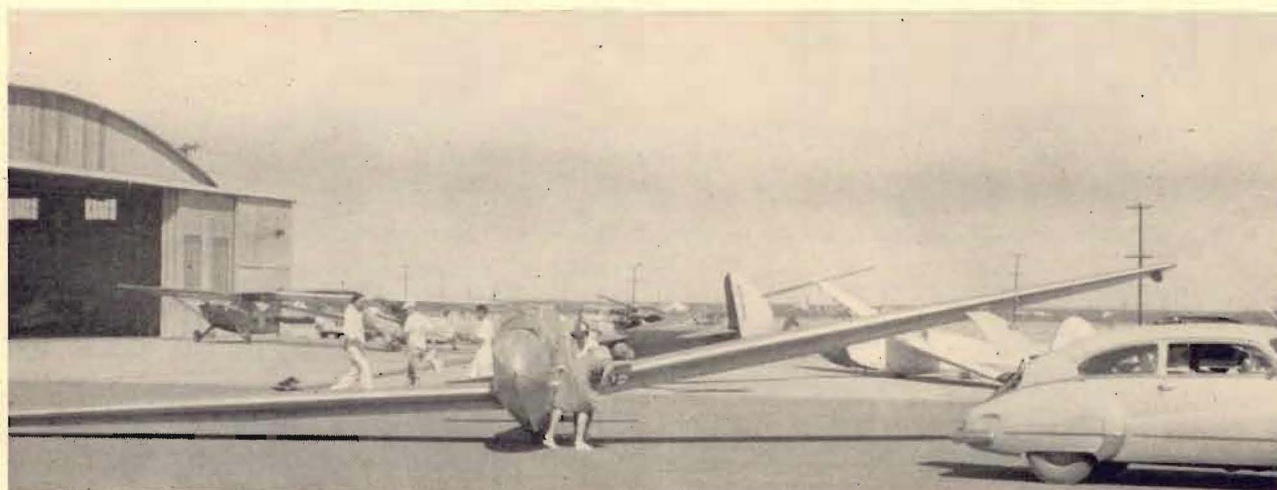


# ODESSA RECORDS CAMP



Preparations for the big day at Ector County Airport Odessa, Texas, Aug. 5. The spit-and-polish gals in the foreground are Mary Carsey, wife of SSA president Jon, and Virginia Yerian. The tall gent with the manly stride is E. J. Reeves, President of TSA. Note

the smoke streak from a carbon plant in the background. This ever-present inversion and convection indicator performed many of the functions of a weather crew. All sailplanes were housed free in hangar at left.

The Texas Soaring Association had advertised its "Soaring Records Attempts" for the month of August at Odessa, Texas, but the feeling was one of happy accident when the fellows began to drift in near the end of July. They were greeted most cordially by Mr. and Mrs. Glen Flournoy, managers of the Ector County airport, and their sailplanes were given free haven in the big modern hangar. On hand to make them feel at home in Odessa was genial Jack Stafford, probably the World's Champion non-flying soaring enthusiast (brother of Beaumont Cooley, longtime soaring pilot) who abandoned his business for a week to perform all the comforting niceties of the host. Tow planes were furnished free by two of the most generous plane owners extant (the gas bill was paid by TSA). All the fellows had to do was set up their ship and fly—and fly they did as following accounts will testify.

Since all of the flights made at Odessa would normally rate a story in Soaring, each of the participants at the Camp was asked to write a squib on his experiences there. The editor's hope is that the enthusiasm of these accounts will inspire an "On to Odessa" urge in the innards of other glider pilots come next summer.

The Odessa Chamber of Commerce acted spontaneously to take official notice when news got around town of what was going on at the airport. The Chuck Wagon Gang gave a barbecue at the hangar where the pilots were greeted by the city's officials. Among these were Mayor C. W. McCollum, commissioners Tine Davis, Roy W. Holder, Bill Orchard, O. L. Watts. Some of the others there were Curley Williams, Wayland Beene, George Kesler, Joe B. Cozby and Harold C. Clark, boss of the Chuck Wagon Gang.

Dr. J. T. McKissick, Chairman of the Odessa Aviation Committee stayed at the airport during the entire meet, and used his Bellanca for emergency errands. Joan Brouillette was most thankful when he

flew a relief crew out 300 miles to pick her up after she had turned over on the highway on a trip to retrieve Joe Irvine.

Another of the unusual aspects of the Odessa meeting was the family atmosphere. There were as many women as men there and they were all having a good time in spite of the heat. The air conditioned lounge in the hangar with free cokes to the soaring gang helped, of course.

The pilots were kept busy answering the questions of the Odessa Chamber boys about what would be involved in having a national contest at Odessa. If infectious enthusiasm is any barometer we may soon have an Odessa bid for the contest.

Members of TSA who drove the 325 miles from Dallas to be official observers and generally helpful were E. J. Reeves, Pres. of TSA, Jon Carsey, President of SSA., Mary Carsey, Roy Tavender, co-editor of "Spirals," and Mr. and Mrs. Phil Easley.

The press and radio coverage of the meet was excellent and an announcer with a tape recorder was at the hangar several times taking interviews.

The iron man performance of the meet was turned in by Wally Wiberg, who drove the 300 miles from Grand Prairie after work on Friday, flew 220 miles on Saturday, 335 miles (a new goal record) on Sunday, and drove home Sunday night to be at work on Monday! His wife, June, who did the retrieving also demonstrated considerable stamina.

Following are pilots' contributions:

## SHELLY CHARLES

Arrived Odessa Monday, July 30th about 6:00 and with the kind assistance of the already arrived contingent the Weihe was assembled and ready for the next day.

July 31st was warm-up day, with Champ Dick Johnson at the controls of the tow plane. Release was made at 700 feet with climb at 1,000 f.p.m. Just

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