

# SOARING IN EGYPT

by G. C. SWEENEY

I was just becoming a soaring enthusiast still awaiting my first flight, when I was transferred to a job in Cairo, Egypt, in January, 1953. Earlier, while living in Cedar Rapids, Ed Kurzawa and Doctor Lippisch had first aroused my interest, and an afternoon spent with Jon Carsey in Dallas made a genuine convert of me. I was somewhat disappointed, therefore, when I set out for Egypt, fully expecting that I'd have to postpone my soaring until my return to the U. S.

To my surprise, I found exactly the opposite true. There's a very active soaring club in Cairo that would be the envy of many an American enthusiast. Thanks to it, I managed to log over 70 hours within a year after joining, with a Silver "C" as well. Operating from a field on the northern edge of Cairo, the club flies every afternoon, and all day on Fridays. A subsidy from the Egyptian Government enables the club to keep the fees down, and also to operate a respectable fleet of ships. At present, they have two Slingsby T-21 dual trainers, two Prefects, two German Spatz, two Olympias, an Air-100, and an old but reliable Hungarian Turill.

Two Ford pick-up trucks do the towing, and with about 1000 feet of steel cable, launches of up to 800 feet can be made. Fees are nominal, running about 15 cents per launch, with an additional 15 cents for every half hour after the first. Slightly higher fees are charged for the Olympias and the Air-100. In addition, a good repair shop puts the planes back in flying shape after the inevitable minor crackups.

Soaring conditions are quite unique here, and in some respects quite limited. Cumulus clouds are found only on a few days in the spring and fall, and they very rarely develop into cumulo-nimbus or thunderstorms. Outside of a few days of general overcast in the winter, the rest of the time is absolutely cloudless, and most of the flying is done in "blue thermals." As a result, little practice is possible in cloud flying, and the few opportunities that come up are not always used to best advantage. Nevertheless,

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## JON CARSEY NOW SSA IMMEDIATE PAST PRESIDENT

Lt. Col. Floyd J. Sweet Takes Helm After Carsey's Three Years of Distinguished Service to the Society

Good men have always served this Society, as President and otherwise, down the chain of officials, directors, committee heads, etc. It has been so right from the start—from Eaton, Barnaby and Du Pont, down to this day, when our long time member and brilliant military careerman Lt. Col. Sweet takes over.

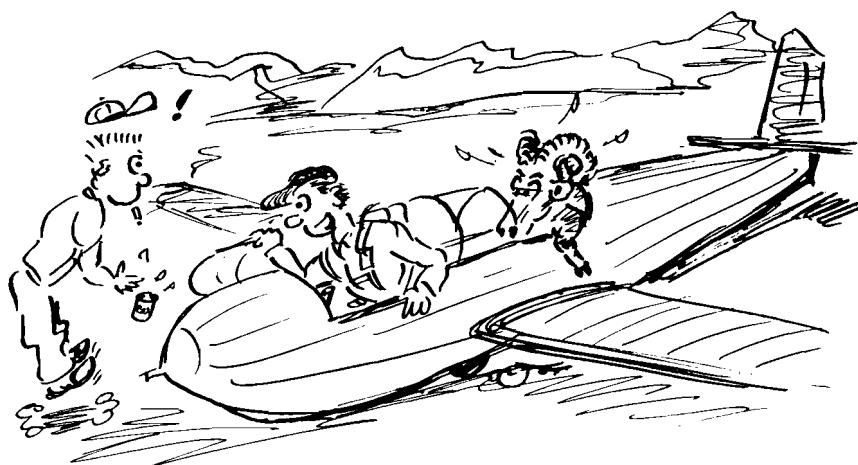
Probably no President or person serving this Society in any capacity, at any time, ever devoted so much of his time, energy and resources to our affairs as has our Immediate Past President, Mr. Jon D. Carsey of Dallas, Texas. It is equally certain that no head of this Society was ever so universally known and loved by so many soaring and aviation people as the man who has just stepped down after three years of distinguished service to the cause of motorless flight.

Any tribute, any honor, almost any recognition whatever, that we bestow upon our beloved Jon, must go also to the brilliant and charming Mrs. Carsey. Without any doubt, Jon and Mary Carsey are personally known to more soaring people than any other couple in the entire world, and visitors and house guests at 8318 Inwood Road, Dallas, whose first love is gliding and soaring—would number literally into the thousands.

But the social charms of this couple, great as they are—are only one of the important facets of their prodigious contributions to the soaring movement in America. The accomplishments of the office of the President of SSA during the past three years are so numerous that it will be utterly impossible for them to be recounted here.

We think it suffices merely to mention that the membership of SSA stands today at an all-time high, and the condition of SSA generally is now the strongest in its entire history. We would go on and on with this enumeration, but it is not necessary. After all, every member of this Society must have felt already the beneficial effects of this wise and good man's administration, because, so effective has been his work that it has become apparent right down to the rank and file. Also, because he is a man with the common touch, he has endeared himself to every single member and friend of this Society.

This little commentary would indeed be on the sad side, even tearstained, were it not for the grand and glorious fact the Jon and Mary are not after all leaving SSA. They are merely stepping down as President—for the time being. As he did before he became President of SSA, Jon will continue to serve our cause. His beneficial influence in the past and his self-same devotion to our cause in the future, give us much to be proud of, and a feeling of comfort to know that we have men like him on our side.



*—had a close shave coming thru the pass!*