

the weight and abilities of the individual pilots.

Contest events were so scheduled as to permit modifications of each ship to conform to contest rules and regulations. The opening event was a spot landing contest and the target was a gum drop at the edge of the rug on the far side of the Windsor's living room in the city of Monrovia, Calif. With the many famous soaring pilots present it was a matter of sheer skill when Marty Cossey (wife of Joe) sent her ship into the air three feet over the target, looped and spun in directly on the point. Next event was distance which was won by Frank Boosman with an extremely flat glide from the hallway clear across the living room where only a solid front wall forced him down. Next came the open event where design changers had a field day in entering square wing, delta wing, short wing, long wing and no wing sailplanes to assure their own pet dream ship's high performance. This event was a near clean sweep for Frank Boosman, who eliminated all competitors with a high arching, long flight from the hallway, over the exposed beams in the ranch style living room through the kitchen door by the reservoir (kitchen sink), over the thick forests (indoor plants) to a carrier type landing on a flat plateau (kitchen table). Frank gave much of the credit for this fine flight to the precision built hard candy type weights in the nose of his ship. The meet was a big success with as many as twenty ships in the air at the same time. Many collisions happened in mid-air but the safety officer of the contest could not report a single injury and although several ships were demolished their pilots were able to rebuild immediately and return to the fray. The longest flight recorded at the meet was made in the vicinity of a hangar flying session which originated many warm air type thermals with chief contributors being Jack Gretta, Carl Walters and Rich Egleston. Perseverance paid off for George Schott who set a record for flights made. Not to be satisfied with medium performance, George would modify and test fly, consistently relocating the paper clip type ballast to trim the ship for maximum glide path control and minimum sink characteristics. It can be safely stated that every pilot and participant enjoyed this as one of the finest mid-winter, frost on the pumpkin, hibernating indoor sports of the soaring world.

Other winter activities occur in garages and work shops throughout the San Gabriel Valley where ships and equipment are being readied for the annual Mid-Winter Soaring Championships at the Torrey Pines Gliderport near San Diego, Calif.

DAVID LESTER

Suncoast Soaring Assn. A Chapter of SSA

Summer activities produced four C badges in the club 2-22, and we are looking forward to better soaring this winter with drier weather.

Probably our biggest day was Labor Day. The club, joined by Lou Rehr, who trailered his 1-23G seventy-five miles up from Lantana, participated in an air show to help soaring enthusiast Air Force Capt. Virgil Kuns and friends get their new airport activities in Sebastian, Florida, off to a flying start. Lou made two flights of about an hour duration each in weak conditions, and Bump Holman won his C badge (a 40 minute flight) in the 2-22 in the same air.

Since then, Lou has frequented Vero Beach with his 1-23G and has been instrumental in adding two more members to our club - Sonny Stokes and Clint Moore. They have soloed the 2-22 and drive or fly up from Lantana for weekend flying. That's real enthusiasm!

An evening get-together of the club was held at Laura and Kinky Orth's new home. Lou showed his excellent library of color slides and movies.

Dave Robinson, Johnny Dezzutti, and Sig Lysne have had additional fun and education through Lou's generosity in flying his 1-23G. Ah... penetration. Ah... L/D... Ah!

We all have hopes of some statewide meets this winter with the Miami Group and all others who might make it.

DAVID ROBINSON

Tarheel Soaring Club, Inc. A Chapter of SSA

With headquarters in Durham, N. C., and flight activity at the Burlington Airport, Tarheel Soaring Club became in November the 18th Chapter of SSA. Also that month the club observed the first anniversary of its organization. By chance 13 persons appeared for the meeting which was held on Friday the 13th.

On December 13th our beautiful red and white TG-3A was up for initial flights. E. Ford, F. Macomson, and C. Strickland had a go at it, and all went well despite a cold and gusty 20 knot breeze.

Another session the following weekend, December 20th, found the temperature in the forties; but the wind was light and mild lift and considerable zero sink were encountered even late in the day. Four flights averaged a modest 25 minutes each. N. Williams, T. Underwood, F. Hayes, and J. Vick were up for these trips with E. Ford and F. Macomson. TSC looks forward to more flying in the new year.

Special thanks go to Lanier Frantz, of the Roanoke (Virginia) Club, who flew tows. The fact that Lanier ferried the open Waco (UPF-7) over ninety miles (each way) in extremely raw weather, returning to Roanoke at night over rugged terrain, reminds us again that this soaring business is really something special, as are many of the people it attracts. In the tradition of Ed Byars, Del Miller, and others, Lanier's service to TSC has been incalculable. EMERSON FORD

Texas Soaring Association

Looking back at some of TSA's activities during the year 1959, both in the air and on the ground, we can say it was a successful and fine year. TSA was represented and won top honors at the Tulsa meet. A small delegation participated in the Central Texas Soaring Meet at Georgetown. At the U. S. Nationals in Elmira, three pilots flew under TSA's flag and Dick Johnson edged ahead of the cream of the crop on the last contest day to win the championship for the fifth time. That won back the Texas flag for TSA and made us proud possessors of the Calif. Bear.

The Odessa Camp saw many TSA'ers in action, either as crews, pilots, workhorse or just as visitors. Later, the Labor Day Meet at Grand Prairie closed the soaring season with three days of fine soaring.

Our winch was operated only once during the whole year. Grand Prairie is just not the place for such an operation anymore. The Waco was ready for towing all but one weekend. In general, the club equipment has been used efficiently and with remarkable discipline.

The TSA Weihe was sold as planned and the silver TG-3A is still for sale. Payment for the TG-3A in Georgetown from the Central Texas Glider Council is expected in the near future. No new flying equipment has been purchased by TSA. However, TSA has on order a Snow towplane from Leland Snow in Olney; delivery is expected in 1960.

OATS SCHWARZENBERGER