



H. E. "Mickey" Jensen takes a self portrait from his modified Cessna Primary while gliding over the original Beech hangar at Wichita in 1934.

Kansas Senior Class

1st - Higgins

2nd - Thompson

Kansas Team Championship

LeSueur and Thompson

In general, the conditions were weak and cloud base was low, a situation typical of the summer of 1959 in Kansas since it was a rather mild summer with above average rainfall. Consequently, no outstanding flights were made.

However, the contest did accomplish its objective of getting pilots to fly cross-country. Subsequent to the contest Dave Blanton and Paul Wilson made flights southwest (hurricane influence) into Oklahoma, Dave for 80 miles and Paul for 40 miles. Later Mickey Jensen and Faye Edwards went north for 70 and 104 miles, respectively. Jim LeSueur and Bib Nichols went to the Odessa camp — where Ross made his final two diamonds — and Jim made a 148 mile flight, completing his Silver C. Bob Nichols accomplished his 5 hours and a 38 mile flight for two legs of his Silver C at the same camp.

Recent elections saw Mickey Jensen acquire the duties of president from Jim LeSueur. Dave Blanton is the vice-president and Paul Wilson was again drafted to serve as Sec. Treas.

As a result of the contest trophies were presented to the appropriate winners. Trophy bases were donated to the soaring group by the Wichawks, a model club that is very active in Wichita. WSA members fabricated beautiful sailplane models to mount on the trophies. Wichawks also furnished us with the invaluable aid of Mrs. Betty McNay who, calling on her background of contesting with the model club, did just about every-

thing to keep the contest running under the direction of LeSueur and Ross.

Anyone visiting the Wichita area can get in touch with one of the Kite Knights by calling the Aerodynamics group at Cessna (Claybourn, LeSueur or Thompson), Beech (Ross), Boeing (Higgins or Nichols) or Javelin (Blanton) Aircraft Companies. Plans are, as previously mentioned, in the works to improve the organization so that it will be representative of all the many sailplane pilots in the area. They are also being made to attend the Tulsa Memorial Day meet and the U. S. Nationals as well as having a local contest again in July or on Labor Day.

Soaring pilots visiting this area are cordially invited to contact any one of the local group as we are always anxious to meet those with kindred spirits.

NAA National Aeronautic Association

The U. S. National Aero Club and representative of FAI which has delegated authority over sporting soaring in the U.S. to SSA.

Annual dues of \$6.00 include a subscription to NAA's monthly magazine "National Aeronautics," reduced aviation insurance premiums and reduced aviation magazine subscription rates.

SSA Members may become active members of NAA for annual dues of \$3.00.

NATIONAL AERONAUTIC ASSOCIATION

1025 Connecticut Ave., N.W.
Washington 6, D. C.

A GOOD RADIO POSSIBILITY

The January issue of SPORT AVIATION, official publication of the Experimental Aircraft Association, the national organization of the home-built airplane movement, carried a very interesting item that is of great significance both to its members and to all members of the soaring fraternity. It seems that an EAA member, Norman Gann, has contacted the Heath Company, of Benton Harbor Michigan, concerning the possibility of their turning out suitable radios for amateur-built aircraft.

Mr. Neal Turner, of Heath's Merchandising Planning Department, indicated that there was a good possibility of something along that line being developed if a suitable market were shown to exist. This is a golden opportunity for SSA members to team up with EAA members and bombard Heath, and specifically Mr. Turner, with assurances that there IS a market for a good battery-powered transmitter-receiver for use between airborne aircraft without electrical systems and between aircraft and ground stations either fixed or mobile. The boating fraternity might want to put in a word, too, so if you have nautical friends, tell them about this possibility. Of all interested groups, the sailplane pilots and sailboat skippers will probably be the easiest to please since their sets will not have to contend with engine ignition systems.

Heath is well qualified to do this job, being well established in the business and enjoying national fame as the leading builder of Do-it-Yourself kits for Hi-Fi fans. Sufficient demand for a low-cost LICENSABLE transmitter-receiver will get them started on one. Get going!

AMA

ACADEMY OF MODEL AERONAUTICS

A division of NAA and governing body for sporting model aviation in the U.S.

Annual AMA sporting license fees:

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