

flight during the Nationals, and competed in the 1-26 Regatta.

The 1-26 had a best duration of 5:20; a 50 mile distance; 8000 ft. altitude; and 166 total X-C miles with three off-airport landings. The 1-23G had a 7:30 duration, 230, 183, 108 and 98 mile flights; a total of 975 X-C miles in 13 flights with two off-airport landings. Total flight time for both ships was 132 hrs. in 64 flights.

The club is looking forward to the coming season when it is hoped Merv Wenzel will join the group with his 1-26, as Merv recently moved to Bridgeport from Ohio.

C. A. MOELLER

Rochester Soaring Club, Inc.

1959 closed with the Rochester Soaring Club growing at a very rapid rate. Membership currently totals 30 active members and 20 associate members; club equipment consists of a 2-22, a TG-3A and a 1-26. Membership in the club is now divided between Rochester and Buffalo with many members also from various towns in Western New York. Operations are at Batavia Airport where thermal soaring has been very good. It has come to the attention of club officers that there are SSA members near Rochester and Buffalo who currently have no association with a club; these people are invited to investigate the club operations at Batavia Airport and if they are interested, membership will be made available to them.

In December the annual election of officers took place at Batavia Airport with the following results: President, Ed Seymour; Vice Pres., Cid Carvalho; Secretary, Don Ryan; and Treasurer, Kai Gertsen.

In addition to the soaring activity, Albert See earned his private power rating after being instructed by Cid Carvalho. Al See owns a Stinson and he now is enjoying power flight in addition to soaring flights.

CID CARVALHO

Southern California Soaring Association, Inc.

Under the leadership of president Vic Saudek, the SCSA has been having a dynamic season with plans for many interesting events in the near future. The January meeting featured an interesting discussion of soaring behind the iron curtain by some Hungarian pilots with first hand experiences. In February, Dr. Paul B. MacCready, Jr., the 1956 World Soaring Champion, spoke on

"Philosophy and Attitudes of a Soaring Pilot in Competition." This lecture was listened to intently by all the pilots present from the newest C pilot to Diamond C pilots and there were many interesting soaring tips to be gained by all. The March speaker will be Scott Crossfield, Chief of Flight Test for North American Aviation and the pilot who has been making the recent flights in the X-15 rocket research airplane. His topic will be "The X-15 Flight Test Program." It is to be noted that after burnout the X-15 is a glider, but not a soaring plane. Another speaker in March will be Dr. Joachim P. Kuettner a world renowned soaring pilot who was Project Scientist for the Sierra Wave Project and is now Project Engineer of Project Mercury. His subject will be "Man's Round Trip to Space." (Sounds like a "way out" meeting.) The April meeting will feature a film from the TV program "Omnibus" dealing with meteorology and narrated by Rachel Carson, author of "The Sea Around Us."

Two flying expeditions are planned: The first during the week preceding Easter, the "High and Wide Soaring Expedition," at Bishop where attempts will be made to break the world soaring altitude records and also the world soaring distance records. Later in the year over Labor Day weekend a traveling contest will be sponsored with takeoffs from all active soaring sites within reach of the common destination, Las Vegas, Nevada. Landings beyond Las Vegas will be allowed but the second day's flying will be task flights from Las Vegas. On the third day the pilots will soar back to their home bases.

Sounds like a good year coming up.

Syracuse Soaring Club

A new soaring club is being formed near Syracuse, New York. The club currently has about 25 interested members and plans are to investigate the purchase of a 2-22, either a used ship or a new kit. A meeting was held on February 7th at their headquarters at Fulton Airport, Fulton, New York (25 miles north of Syracuse), at which time officers of the Rochester Soaring Club visited with them to discuss their plans for organization.

The leader or spark plug of the Syracuse Soaring Club is Earl Sollier who is really doing a fine job of carrying the ball on this project.

Plans are to tow with a PT-26 and also make auto-pulley tows.

SSA members in the Syracuse area are invited to contact Earl at the Fulton Airport for details of their operations.

Toledo Glider Club

At the first meeting of the year the following club officers were elected for 1960: Chuck Kohls, President; Fred Rex, Vice Pres.; Ray Jackson, Secretary; Slim Jost, Treasurer; and Dean Fleming, Operations Officer. At this meeting John Bierens announced his order of a Ka-6BR which he expects sometime in March.

The club's closest affiliate from the Cleveland area, Spud Kohler, has been busy cleaning up and extracting all of the performance he can out of his little giant, the Prue 215A over the winter months.

Dean Svec, an accomplished 1-23D pilot, and Spud plan to fly in the nationals as a team. These boys have been soaring hand in hand for the past few years and have ironed out most crewing problems resulting in an extremely efficient two man team.

Steps are being taken at present to promote club and inter-club competition between individuals with annual awards for distance, X-C and altitude gain. The purpose is to stimulate competition performance of pilots and help them earn more FAI badges and gain valuable contest strategy.

Tentative plans are being drawn up for a sixth regional conference in which the clubs in this area jointly participate in producing one large meet. John Bierens and Nelson Bailey are contacting representatives from regional clubs. All of the regional clubs may get together in the traditional fraternal manner common to all soaring enthusiasts and work together on different tasks required in running a soaring meet. This would help the problem of the large number of regional meets since it is difficult to attend all.

GEORGE ALLEN

White Sands Soaring Ass'n. A Chapter of SSA

Southern New Mexico is a terrific soaring area. We have had flights of over five hours' duration and 17,000 ft. altitude on thermals. I have flown interesting wave conditions and we have had ridge soaring flights to 14,000 feet, also. We had one member whose first soaring flight lasted one hour and fifty-five minutes and reached 12,000 feet on the ridge south of Alamogordo. This was pretty good for he had no previous experience on ridge soaring.

LARRY EDGAR