

be assembled in considerably less time. It also is somewhat easier work and provides the club with the ideal first sailplane. We believe that the records will show that clubs that use the 2-22 trainer have been successful, which is not always the case with clubs that try to get along with the 18 year old World War II surplus equipment. Training is the most important factor of a club and its success or failure will primarily depend upon this.

Another project which should interest the soaring people is our airplane project. Our first step in this direction was our 1-30 experimental airplane which has over 200 hours of successful flying and has demonstrated its high performance and ideal suitability for aero towing. With a 90 hp engine installed, its towing performance is about equal to the Super Cub with a 150 hp. Our next project in the airplane field is the 2-31 which is the two-place version of the 1-30 and which we expect will be put into production, both as a complete airplane and as a kit. We feel that this ship will be the ideal airplane for the soaring club since besides acting as a tow plane, it is also an excellent training airplane. It is particularly ideal for the combined flying-soaring club, or for the soaring club that uses some power flying in its training program. It is hoped that completed 2-31's will become available this winter and that kits will be available next year. Its similarity to the 1-26 will make it an ideal winter project for each club.

We feel that one factor that is beginning to have some effect on the growth of soaring is the growing number of commercial soaring operators around the country. We know that some of the "old-timers" are somewhat shocked to think that someone would try to make money at soaring. However, anyone familiar with American enterprise knows that when there is a profit motive involved, it is amazing what can be done. We feel that having commercial operators around the country can give soaring a shot in the arm and be an important basis for popularizing the sport. Having towing facilities, instructions and other services available, on an all-week basis, will do a great deal to change the sport from a weekend activity to something that can be done all year around. If the commercial operators will cater to the family and use the "yacht club" approach, they will see

a tremendous growth. Our soaring school, on which we reported last month, is, we think, a start in this direction. We stress the "soaring holiday" and attempt to make the student and his family's stay as pleasant as we can. Side trips to the many vacation areas and historic sites make it interesting and pleasant for the whole family. Mainly as a result of this, our operation seems to double each year.

We continue steadily to expand our dealership program and feel that as more of these dealerships are assigned around the country, we can do a better sales and service job for the soaring movement. Most of these will have their own operation and will be an important factor in increasing soaring activity in their area.

In closing, it is felt that if the movement's rate of growth continues as it has during the past year and if care is taken to maintain good safety records, there is no limit to its potential expansion. Favorable national publicity can do a great deal to popularize our favorite sport and we are looking forward to the "soaring sixties."

HOLIDAY AVIATION STARTS SOARING SCHOOL IN CALIF.

Soaring enthusiasts in southern California will be pleased to learn that a new soaring school is now in operation at Minter Field (Shafter Airport), 13 miles north of Bakersfield on Rte. 99. Known as Holiday Aviation, Inc., they are a Schweizer dealer and offer the same services and courses as the Schweizer school: sailplane rental, \$8/hr. (1-26 & 2-22); instruction, \$4/hr.; aero tows, \$3 for first 1000 ft., \$1 for each additional 1000; \$5 and \$7.50 for demonstration rides; professional pilot's course, \$95; licensed pilot's course, \$135; Silver C course, \$195; and novice's course, \$375. Towplane is a Super Cub. Chief flight instructor is Bill Putman, U. S. Silver C #34.

Mailing address for those desiring more information is Box 606, Minter Village, Bakersfield, Calif.

BAROGRAPH SEALS

As another service to its members, SSA now offers lead barograph seals with six inch wires for sale at two cents each in quantities of five or more. Order from SSA, Box 66071, Los Angeles 66, Calif.

SSA's up-to-date booklet on

SOARING in america



The purpose of this booklet is to describe American soaring and answer the initial questions of those whose curiosity in this sport has been aroused. It features:

Eight photographs of American sailplanes.

Two full-page drawings describing types of soaring and methods of launching.

Material organized under the following headings:

What Is Soaring?
What Keeps Them Up?
Can I Do It?
How Much Does It Cost?
How Can I Get Into Soaring?
Gliding and Soaring Clubs.
The Soaring Society of America, Inc.
International Soaring Awards.

18 pages - size: 5 1/2 x 8 1/2

Price: 25 cents, postpaid
10 or more, 15 cents each

from

SSA Box 66071
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