



Bob Horne, left, tow pilot for the Huntsville Soaring Club, chats with Bob Brown, SSA State Governor for Alabama, shown in the club's TG-3A. Lloyd Swann, President of the club, looks on.

ing to show following meetings and invited our German glider pilots to discuss their experiences in the old country, which they did complete with illustrations and blackboard talks.

We struggled through writing a Constitution and By-Laws, and were discussing the merits of various sailplanes versus price when Bob Brown of the TSA entered the scene. He departed and returned with a TG-3A, departed again and returned with his single-place "Rebel." Now that we have purchased the TG-3A, sailplanes are here to stay. In a demonstration flight for the FAA inspector, Brown and Wuenschler climbed from a 2000 foot tow to 6200 feet, then continued 42.5 miles eastward from Courtland to Huntsville. The local newspaper liked that feat enough to run an article and picture in the Sunday paper. Courtland has 5000 foot long, hard surfaced runways, all that remains from a WW II bomber training field. The 1000 foot high Monte Sano just east of Huntsville looks like a natural ridge soaring site to the novice glider pilot. The Green Mountain part of the ridge may be far enough from the expanding Huntsville City Limits to permit ridge soaring by experienced pilots.

ALLISON B. EVANS

The Soaring Society of Dayton, Inc.

The 12th Annual Wright Memorial Glider Meet, sponsored by SSD over the Memorial Day weekend, was a rather wet affair with inclement weather too predominant. In spite of this, Meet winners were selected as follows: Kit Drew, first in the Old Pro Division with his Ka-6; Bob Bauer repeated as Senior Division

champ with his Ka-6; and Donald Winn led the Junior Division and won the 1-26 trophy.

MSA BULLETIN

South Florida Soaring Association, Inc.

1959 found Fritz Compton at Mach .87 on the DC-8 program and our paper *Tradewinds* on the ground. Attempts to launch from North and South Miami were aborted a la Canaveral. On last spring's arrival of Fritz Sebek's Ka-6, Compton started sawing off his L-K tips and John Randall sold his pet 1-26 to the SAC wing in Columbus and wired Germany. Riddle airfreight with Sebek at the controls brought the new bird in April.

The competition team of Lou Rehr, Sebek, and Compton raised high the alligator burgee at the 1959 Nationals. Compton stayed afloat 10:07 en route to Maryland for probably the longest thermal flight on record.

Last year's president Matt Hoffman, co-owner of a flat-topped 1-23 with Dave Whyte, sold out to the Californians. Dave took on helping Dick Schreder with the HP-9. Charles Abel let the best of the 1-26's get away to Alabama. The Chardon CS-32 made a place for itself in the Stearman workshop of Gene Lemire. The club L-K found a new home in Texas.

In late summer Abel and Randall were off for two weeks in Quito, Ecuador, and some high flying in the Andes with Chicho Estrada. Chicho's L-K and 1-26 were flying the slopes of the volcano Pinchincha when Sebek and Compton arrived. The flying was superb and the scenery awesome.

Six years of work paid off for Marty Benett in his red L-K. With a wonderful flight to Palm Beach and

a Silver C, he earned congratulations from all. This year, Sebek, Rehr, Randall and Compton trek to the Odessa Nationals.

JOHN RANDALL

Odds and Ends

The Napa (Calif.) Soaring Club has been absorbed by the Sacramento Soaring Club. They operate at Lincoln, Calif.

The Quaker City Soaring Society is a new club in the Philadelphia area. The seven members bought Otto Zauner's 1-26 and will operate it at Doylestown, Pa.

A new training group is being formed in the Los Angeles area. They are hoping to find a conveniently close-in location and obtain a 2-22. The group is to be strictly for training purposes, with members expected to relinquish their positions as they progress beyond the student stage. More details next month.

The AGCSC is holding a contest to redesign the club emblem. It was felt that there should be less emphasis on Torrey Pines as the club operational site, since the club will eventually lose the gliderport there. In spite of heroic efforts by AGCSC's political voice, Jack Jaynes, the voters granted the site for the use of Dr. Salk and the University of California.

A very successful Airshow was held in the Seattle-Tacoma area. The Seattle Glider Council, responsible for the soaring portion of the show, put on a very impressive demonstration of formation flying, paper cutting, and aerobatics.

The Life Members of the SSD have voted Bill Coverdale in as a Life Member. Bill has been a member of the club just over two years, and is a Life Member and Director of SSA.

Each year the Mid-Georgia Soaring Assn. awards three plaques to the members with the best flights in endurance, altitude gain and distance. The records for 1959 are: 5:24, 2000 meters and 110 mi., respectively, and all three plaques were won by Lin Bachtell (left). Lamar Thaxton (right), President, awarded the plaques at the January meeting.

