

the first flying day was April 10, and it proved to be one of the best soaring days of the year, with altitudes of 7,000 to 9300 being achieved.

Northern California Soaring Association, Inc.

The NCSA is encouraging competition among its members for a nice collection of trophies. Members who hold either Active or Participating memberships are eligible for the following awards: The Perpetual Award for Longest Cross-Country Flight for the year, "from anywhere to anywhere"; Perpetual Trophy for the Longest Cross-country Flight made each year starting from anywhere within a 50 mile radius of Treasure Island in San Francisco Bay; Sawyer Annual Participation Award, for the pilot accruing the greatest number of points in such events as cross-country flights, SSA Awards, placing in contests, completion of requirements for FAA licenses, etc.; NCSA Total Distance Award for the pilot acquiring the greatest total of cross-country miles for the year; and the Hall Flying Hours Trophy for the greatest accumulation of flying hours for the year, for flights originating at Hummingbird Haven.

At the latest Trophy Committee meeting, Ted Nelson donated three new trophies for flights originating at Hummingbird Haven. They are for the Greatest Altitude Gained on any one flight, Greatest Distance for any one flight, and Greatest Duration for any one flight. With such a collection of trophies, the members of NCSA should have some hot competition going this year.

Instead of the usual buzzards and hawks, the NCSA has, as flying companions, a group of white and black pelicans. Unfortunately, the birds have a tendency to soar in the weakest thermals so the sailplanes can not often join them, but can only admire them.

1-26 Association

This organization exists for owners of Schweizer 1-26 sailplanes, publishes a newsletter about 1-26 activities and encourages all forms of 1-26 soaring, particularly Regattas. Annual dues have recently been lowered to only \$1.00 so all 1-26 owners are urged to get behind the Association by joining and sending in items for publication in the newsletter. Secretary and Editor is (Mrs.) Gretchen D. Ryon, 146 Chelmsford Rd., Rochester 18, N.Y. Send dues to Nathan Frank, Treasurer, Box 338, Lexington Park, Md.

Rochester Soaring Club, Inc. A Chapter of SSA

A most pleasant evening was enjoyed by members and guests of the Rochester Soaring club at its Winter Party at the Treadway Inn, Batavia, New York, on Saturday, Feb. 11.

Certificates of accomplishments were given to 14 club members who soloed during the past year; six members received their FAA Private Glider License; one member received a FAA Commercial Glider License.

Certificates were also given to 11 members who qualified during 1960 for their FAI "C" award: three members earned altitude gains for their "Silver C"; one member earned "Gold C" distance; and one member earned "Gold C" altitude gain.

New York State Soaring Record certificates were also distributed in the following categories: *Distance* - New York State, Senior and Open, Single Place Category for distance in a straight line without intermediate landings. This was earned by Kai Kertsen of Rochester for his June 26, 1960 flight of 189 miles. *Absolute Altitude* - New York State Junior and Open, Single Place Category for absolute altitude. This was earned by John Seymour on July 30, 1960 for his flight which reached 12,649 feet. *Altitude Gain* - New York State, Junior and Open, Single Place Category for Altitude Gain. This was also earned by John Seymour for his July 30, 1960 flight in which he gained 10,139 feet.

A Caterpillar Club pin was awarded to Edgar Seymour for his successful emergency bail-out from the crippled 1-26 which shed its wing during a slow roll. The pin was presented by Roy Harmon who packed the chute.

CID CARVALHO

Letters

Variometer Ideas

Dear Mr. Licher:

Members of the Monona Glider Club have made a number of cast plastic variometers, following Harold Hutchinson's "How-to-do-it" in the Jan.-Feb., 1959, *Soaring*. Other SSA members may be interested in learning of our experience and innovations.

We used "Castolite" plastic, from a company in Woodstock, Ill.

The mounting lug was made of brass, one end knurled and cast into the plastic, the other end 3/16" dia. to take a rubber tube, and 1/4x28 threads in the middle for mounting on the panel. A 1/8" hole throughout the length.

Brass screens (200 mesh) were pressed into 1/4" dia. holes 1/16" deep at the inlet of the "down" tube and outlet of the "up" tube to keep dirt out.

Instead of trying to color the balls, the back side of the plastic body was painted red behind the "down" tube and green behind the "up" tube with a 1/16" part line between the colors. Since Mr. Hutchinson indicated that coloring the balls was difficult and fading was a problem, we feel that this offers an acceptable alternative.

We tried making balls of elderberry pith as recommended but they were rather heavy so polystyrene expandable beads were used to make beautiful round and light balls. The beads have the foaming agent in them. Technique is to put 30 or 40 beads into about one inch of vigorously boiling water for 10 minutes, agitating to prevent sticking. Carefully place balls on paper towel to dry and then select sizes desired. The poly balls increase the sensitivity of the variometer and offer a simple solution to this vexing problem.

LELAND R. HANSELMAN

4607 Maher Ave., Madison 4, Wis.

Hawaiian Report

Dear Lloyd:

To see that Hawaii doesn't sleep, I give you some statistical data from 1960: Total time flown, 597:46 hours; total flights, 2351 (1803 auto, 416 aero and 132 winch). In detail: Pratt Read, 44:05 hr.,

81 flights in 17 operational days (includes one 36:05 hr. flight by me); 1-26, 135:15 hr., 165 flights in 25 days; and 2-22C, 418:26 hr., 2105 flights in 101 days.

During the year we checked out 23 power pilots, seniors and beginners, for solo. Besides this we trained and soloed five C.A.P. cadets who had never flown before.

I spent the fall and winter putting our three sailplanes in excellent shape for 1961.

On February 26th we had a christening ceremony. The 2-22C got the Hawaiian name Manu Hokio (Whispering Bird); the 1-26, Manu Ju (Highest Bird); and the P-R, Manu Lani (Bird of Heaven).

We have started training a new class of 20 cadets from Marinknol High School and carry on, of course, our senior program, too. The seniors aspire to the FAA commercial glider rating and the Silver C. I just started a campaign in behalf of SSA so please send me some membership application forms.

GEZA VASS

Box 2722, Honolulu 3, Hawaii

Dear Lloyd:

I have a news item which you might be interested in putting in *Soaring*. Lewin Barringer, Jr., has been stationed up here at Presque Isle AFB for several months now with the 702nd Strategic Missile Wing. He has been working with our newly formed soaring group at Presque Isle. Well, Lew soloed a sailplane for the first time on November 5th under my supervision. He could not get his C because there was no lift. Lew has been flying an Aeronca Champion with the Pond M Flying Service at Presque Isle and has about 65 solo hours, but he has not been able to solo a sailplane because I am the first commercial glider pilot who has been available here with our group. Anyway Lew plans on getting discharged from the Air Force in March, '61, but he will be with us until then.

We have about five members in our group now, Dr. George Higgins, his brother, Paul, Lt. Andrew Detroi (a B-52 copilot from Loring), Mr. Elmer Davis, Lew Barringer, and myself. Only Dr. Higgins, Lew and myself belongs to SSA so far.

For equipment we have a 1-19, N2295M, flying. This was purchased from Chuck Kerr at Auburn-Lewiston, Maine. We have been auto towing this off the Presque Isle airport with 2000 feet of surplus tow target cable. We get about 1300 feet on a tow. This was the ship Lew soloed.

Also, Dr. Higgins and I are in partnership on a 1-26, serial number 59. I had started to buy this in 1957 when I was stationed in Texas. I was buying it under the unit plan, and had my tail finished and was working on the first wing when I was transferred to Loring. I had my trailer finished so brought the wing and tail with me. Financial considerations kept me from buying any more, and when I met Dr. Higgins he wanted to go in with me on it. So to save time we are buying the other wing, fuselage and both ailerons structurally completed by Schweizer. We are planning to have it flying by spring, God willing.

This is about all I have to report, Lloyd. We plan on having a small (about 10 members) but active group, and should have the first soaring activity this far north in Maine.

SMSGT. HARRY E. LYON

P. O. Box 554, Loring AFB, Maine.