

ting smooth 700 fpm lift made me wonder if I was suffering from lack of water or something. No, it's still going up, and after two circles I could see a wave cloud forming above me. I rolled out and headed for El Mirage still climbing. The lift was so smooth, and I was so tired and relaxed, I toyed with the idea of making a Diamond climb. Four hours earlier I was at 18,000 feet. Only about 2,400 feet short. It didn't seem so bad. Why not just sit here until about 21,000? But it was 7 P.M. and I could see the triangular runway pattern in front of me so on went the flaps and down we came. It was almost embarrassing to come across the field with full flaps and nose down, still over 3,000 feet, when I suppose I should have been dramatically scraping in over the Joshua trees.

I flew a few miles west of the field where I had released earlier, much earlier, turned and came back. The air was now very warm as we proudly circled the pool. I did a circle to the right, then snapped around and circled opposite to show off the maneuverability of the Fauvel. Mary and my two boys, Mike and Tom, were waving. A short pattern and the runway skimmed along a few feet beneath the skid as I held the ship off until I saw the crew suddenly appear out of the glare of the setting sun. This Fauvel must be landed carefully to keep it from porpoising. I held the stick back and pulled full flaps until she was creeping along, floating in the gusts. When she touched I closed the flaps and gently skidded to a stop at 7:14 P.M.

In retrospect I suppose I flew far too conservatively, the first half of the flight, taking over 4 hours. But then the lift was so weak around El Mirage that hours were spent getting out of the area. The long glide in took 35 minutes but the same distance on the way out required over 2 hours. Maybe that wave wouldn't have formed earlier and I would have fallen short? I like to think I did everything just right—for a change.

^ ^ ^ ^ ^ ^ ^ ^ ^ ^ ^ ^ ^ ^ ^

**OXYGEN EQUIPMENT**  
 SALES & SERVICE  
 REGULATORS—MASKS—VALVES  
 PORTABLES & CYLINDERS  
 FIXED INSTALLATIONS  
**LEP AERO** GOV'T. APPROVED REPAIR STATION  
 Phone: ORegon 8-1161  
 EL SEGUNDO, CALIFORNIA

## SSA MEMBERSHIP CONTEST PRIZES

Prizes for SSA's current "Every Member Get a Member" big membership contest have been pretty well firmed up and are as follows:

### Slogan-writing Contest Prizes

1st — A Zep portable oxygen system, **donated by Zep Aero.** Retail value \$125.

2nd — A 1000 fpm Polish PZL variometer with built-in speed ring. Retail value: \$50.

3rd — A full color air brush painting, 15" x 20", done from a photo of the winner's choice (sailplane, portrait, or other), **donated by Robert J. Allen.** Value: \$30.

### SSA Chapter Prizes

1st — One year free insurance on a club-owned sailplane, \$50,000 single-limit liability (no passenger) coverage and all-risk ground (non-flying) hull coverage up to a value of \$1500 on the sailplane, **donated by the Cosgrove Insurance Agency.** Premium value: \$113.

2nd — A parachute, **donated by Jon D. Carsey.**

### Non-SSA Chapter Club Prizes

1st — A Friebe barograph, 26,000 ft. range, aluminum foil. Retail value: \$118.

2nd — A towline. Retail value: \$17.25.

### Number-of-Members-Obtained

For the most members obtained — A new Pioneer soft, flexible back-type parachute with carrying bag, **donated by the McElfish Parachute Service.** Retail value: \$225.

Prizes will be awarded for each member who obtains 2, 5, 10 or 15 or more members with retail values of approximately \$3, \$8, \$15 and \$25, respectively. The nature of these prizes will be determined and announced in the near future.

### Contest Rules

1. The contest starts February 1 and closes May 31, 1961. All entries postmarked inclusive of these dates are eligible for prizes.

2. SSA members of any type may compete in the slogan-writing and number-of-members-obtained contests by sponsoring new members and submitting slogan entries. One slogan

entry is permitted for each new member sponsored. Each new member sponsored is also permitted to submit a slogan entry.

3. Any person not an SSA member between Jul. 1, 1960, & Jan. 31, 1961, will qualify as a new member.

4. New members of any type joining SSA during the contest may in turn sponsor other new members, submitting slogan entries in the proper manner.

5. Each slogan entry shall consist of completion of the statement "It is important to join SSA because . . ." in 25 or less additional words. Scoring of the slogan entries shall be done by a committee appointed by the SSA President, and shall be done on the basis of interest, clarity, sincerity and originality, weighted equally. All entries become the property of SSA. The decisions of the committee shall be final.

6. There shall be two contest categories for clubs: (a) SSA Chapters, and (b) non-Chapters. An award will be given to the club in each category that obtains the most SSA members within its ranks.

7. Membership applications must be forwarded to SSA as they are received so the memberships may be put into effect and the new members made eligible to enter the contest themselves. They must have noted on them the name of the sponsoring member or the name of the soaring club to which the new member belongs. A new membership may be credited to a member for the slogan-writing and number of members obtained contests *or* to a club for the club contest *but not for both*. Clubs that obtain new members as a result of club activities or by united effort are expected to enter the club contest and not submit all new memberships in the name of one member, expecting him to give the club any prize he may win. Enclosed with the application must be the dues for the new member and the slogan entries, if any, from the sponsoring member and new member. Each slogan entry  
*(Concluded on page 19)*

# E. M. G. A. M.