

nated by George and Dorothy Asdel, will be awarded for the greatest total number of cross-country miles flown by an NCSA member.

A new NCSA membership has been created to allow and encourage greater competition for the various awards. This is called the Participation Membership and includes a subscription to *Hot Air*, and will be limited to residents of Northern California.

New officers for 1961 are Marvin Martin, president; Brian Utley, vice president; George Asdel, secretary-treasurer; and other Directors, Ted Nelson, Les Arnold, Richard Cook, Derrill Hansen, Harry Perl and Mort Tyler.

Les Arnold's "Sky Sailing" operation at Fremont is progressing well with a newly paved access road and runway as well as a sturdy and efficiently planned hangar to house his fleet of three 1-26's, the TG-3A, 2-22-C and tow plane with additional stalls for privately owned ships. Fred Matteson now bases his M-1 at Les' field.

Fall soaring has been fairly good with much activity and a few good flights like the 10,300 altitude by Jim Freese, with other pilots in Les' group making it nearly as high. Stanley Hall made a three hour flight at Hummingbird Haven.

The Ames Club member, Gene Martz, soloed in the TG-3A recently and has enjoyed happy hours in the club 1-26 since then, Robert Asdel's recent solo made a mighty happy young man and a very proud father.

GEORGE ASDEL

Rochester Soaring Club, Inc.

The November meeting was held on Friday, November 4th at Batavia Airport. Thirty-three members and friends were present to enjoy the program arranged by Hugh Whitney. A good bull session on emergency procedures, led by Cid Carvalho, started things off and then a discussion on club goals and club equipment revealed that Don Ryon was willing to sell his 1-26 and trailer to the club. The members agreed that they should purchase this ship and in addition seek methods of purchasing a second 1-26 for club use. A good time was had by all.

During the 1960 soaring season, we logged better than 1200 flights. Many of our pilots have earned awards and soloed additional ships.

In the summer of 1960 we had two pilots who earned proud legs on their Gold C's in the club 1-26. Kai Gert-



Photo: Lloyd M. Licher

The SCSA 2-22 during an auto tow training session at the San Bernardino, Calif., airport. Frank Slavens, left, and Les Clanton, in cockpit, each received three dual flights that day.

sen, on June 26th, flew from Batavia, N.Y., to Cobleskill, N.Y., a distance of about 190 miles. This satisfies the requirements for Gold C distance. John Seymour on July 30th gained 10,200 feet during a flight lasting 2 hours. This satisfies the altitude gain requirement for Gold C and establishes a Club record for altitude — also a New York State altitude record we believe!

1960 was a good year for all the Buffalo and Rochester area soaring pilots. They did well.

CID CARVALHO

Sacramento Soaring Club

The SSC also participated in some of the soaring weekends in Nevada that were reviewed in last month's *Soaring*. Both Jim Dowden and Stephan Swierkowski made Silver C altitude and duration flights the same weekend that Harry Green of the Reno Club sat out his five hours.

The group gained several new instructors in October, with Lynn Orgill and John Flynn receiving Flight Instructor ratings, and John Flynn and Ed Addington receiving Commercial ratings. This means that Lynn Orgill can now relax and spread the instructing chores around. Also participating in the day's licensing activities were Jim Oates, John Choy and Jim Dowden, now private glider pilots.

Soaring Society of Dayton, Inc. A Chapter of SSA

Most of the summer season has been fairly active, training being done with the 2-22C while the 2-22 was available for the use of qualified members. The 1-23, the Ka-6B, and the 1-26's owned by groups and individuals have been in use on cross-country and endurance flights.

Under reciprocal agreements the

L-5 was on hand at Marion for the Buckeye Glider Meet and at Chillicothe for the Fall Meet of the Columbus Soaring Association.

On November 2nd Jim Ferguson and Ted Snow passed their Commercial flight tests, in a wicked cross wind (take-off direction required by need for auto-tow). We still need more instructors, and find these spots hard to fill for eight days a month even with Commercial pilots, let alone GFI's, in spite of Pete Bowers' comments.

We will continue activity through the winter with the 2-22C in the training program and available for "cold slides," and will be starting to plan for the next Annual Wright Memorial Glider Meet.

TED SNOW

White Sands Soaring Ass'n. A Chapter of SSA

The White Sands Soaring Association recently held an election of officers to fill vacancies left by departing members. Jim Pankey is now President, Ed Yung is Vice President and Major Howard Ebersole is Secretary-Treasurer.

We're in the process of recovering the wings on our TG-3A, and are looking forward to resuming glider activity with the help of the PT-23 tow plane recently purchased by Major Ebersole, who is now wearing a cast on his left hand, compliments of the prop.

Frederich Utech presented a very interesting program of color slides, showing glider activity in the U.S. and Germany, at a recent WSSR meeting, and made everyone even more eager to get into the air again and take advantage of our marvelous New Mexico soaring weather.

FERN YUNG