

ident, S. W. Sandmeyer, Boise; Vice-President, P. J. McGrath, Mt. Home; and Secretary-Treasurer, Emmet Schille, Boise. Steps to become incorporated under a state charter have been initiated.

More than thirty people were in attendance at the April 12th meeting when the problem of obtaining a two-place ship was discussed. Two-thirds of those present indicated willingness to part with a nominal amount of the hard-earned lettuce in order to obtain a ship.

The club is named for the Owyhees (pronounced O-y-hee), a range of mountains running north-south near Boise.

PAT McGRATH

Soarheads

Among sailplane pilots, there are those who have and those who will — pulled the tow release instead of the spoilers, that is. A couple of Sunday's ago (April 23rd), Ray Hall was giving Elliot some dual under tow. About 1400 feet, a large sag developed in the tow line. Ray reached for the spoilers and pulled . . . Whoops — wrong handle! And yonder goes the tug. With plenty of altitude, the field was no sweat, but aside from all of us getting a chuckle at Ray's expense, the incident reminded us once again to act with caution. Now, we're giving each other odds on who will be next.

A new group has a lot to learn and we are certainly no exception. The Saturday following the above incident, we learned the value of a thorough preflight inspection. Boh Edwards and Bob Gravance were preparing to go up in our TG-3A. The ship had been given a rather cursory preflight with a lot of attention being paid to the items new to us and not much to the old "kick the tire and check the nuts and bolts" routine. Maj. Harry Senske, from the Tyndall AFB Aero Club, was out helping us with the prelaunch work and we're mighty happy he was. Al Uhalt already had the Super Cub tow ship warmed up and we were about to hook up for our first tow when Maj. Senske, standing by the right hand stabilizer, noticed the nut missing from the right outboard elevator hinge bolt. Only a few minutes later we had a castle nut keyed in place and everyone was giving the bird a thorough going over. A lesson learned and not soon to be forgotten.

We quote the above incidents only to illustrate the growing pains of a new club of people new to soaring. Perhaps both items make us look a little foolish, but they are of interest and we pass them along for what they are worth to others. (All of us have pulled these boners, but how many of us have the guts to pass them on for the possible benefit of others? —Ed.) A lot of good flight safety poop can come out of "hangar flying." Anyone with any similar tales? We'd like to hear 'em — and heed 'em.

High winds and poor weekend weather kept us on the ground most of the month, but just about everyone got up at least once the two weekends we did fly. The air has been very stable here with hardly so much as a bumm, so it's been generally a downhill ride. We've been eyeing the Cu to the North coming closer and closer though, and hope May will tell a different tale. May will also mark our first anniversary with a dinner party and a weekend of soaring with the Fort Rucker (Ala.) Soaring Group. Details next month. Good soaring!

AL UHALT

EXPIRATION NOTICE

It is renewal time again for many members of SSA. Those whose memberships are paid only through June 30th are urged to mail renewal dues before that date. By so doing, they will receive their July *Soaring* in the initial mailing and save the Society considerable time and expense. Renewal reminders will be mailed early in June to those affected, except members of SSA Chapters, whose dues will be renewed by the Chapter to which they belong. June expirations have a "1" code after their name on their address label.

1961 DIRECTORY

The 1961 edition of the SSA Soaring Directory has just come off the press. All voting members of the Society should be receiving their free copies at about the same time as this issue of *Soaring*. As per past policy, distribution will be limited to members of SSA and SAC. Price to SAC members and non-voting SSA members is \$2 per copy.

In the interest of economy, the 1961 edition is somewhat more austere than last year's, the main omission being the U.S. sailplane census. The main contents are: SSA Officers, Directors and Committee Chairmen, all SSA and SAC members, U.S. Schools and Operators, U.S. Clubs, U.S. and World Soaring Records, Rules for F.A.I. Badges, U.S. Holders of F.A.I. Badges, 1960 Contest Winners and 1960 Recipients of Special Soaring Awards.

**Every Member
Get A Member**

THREE NEW SSA CHAPTERS

The nine-member Columbia (S. C.) Soaring Club, Inc., became the 45th SSA Chapter late in April. The club has a 2-22C and is building a winch into a 1955 Buick. Several members recently bought Gus Street's 1-26 kit and another member, Morris Kline, bought the Ft. Rucker Soaring Group's 1-26.

In May, two of the largest soaring organizations in the U.S. also became Chapters, the Seattle Glider Council, with 36 active members, and the Elmira Area Soaring Corporation, with 21 active members. With the growing support of these and other 100% SSA member clubs, the strength and effectiveness of SSA will enable the Society to better serve soaring in the U.S.

DIRECTORS SOLICIT INPUT

The time draws near when the agenda for the next meeting of the SSA Directors must be prepared. The Directors request that members they represent advise them as to subjects they wish to have considered at this Board meeting, keeping in mind that it is the shorter of the two semi-annual Directors' meetings and the agenda must be kept manageable.

LOWE IS SSA's GAC REP.

Arthur L. Lowe, Jr., has recently been appointed by SSA President Paul Bikle to be SSA's representative at meetings of the General Aviation Council in Washington, D.C. GAC is a council of general aviation organizations which acts as the main voice to FAA for this phase of aviation. SSA is a member of GAC and Art Lowe is SSA State Governor for Virginia.

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