

ing the spring and summer we operated at the Aurora airport about twenty miles south of Portland, with a Stearman duster for a towplane. It was good for a three minute climb to 3000 feet. We made a few auto tows but the tow hook location on an L-K is too far ahead of the C.G. and at a field with other air traffic, a long cable offers some hazards to aircraft and spectators. Maximum duration of flights in our relatively stable air west of the Cascades was about one hour.

During the summer the L-K was taken to the meets at Kennewick and Wenatchee, Washington, where we made some two and three-hour flights. Local airport events were also attended. In August, the sailplane was moved to the Scappoose airport about twenty miles northwest of Portland where we continued operation. Using a Tri-Pacer for towing (a J-3 was not satisfactory) we ended the season with a total of 170 flights.

The plans for the winter are to work on the ship, get more members and investigate locations up the Columbia River offering better soaring conditions. Wind turbulence in the vicinity of the Dalles offers possibilities for experienced pilots but is not too good for training flights. We have the problems typical to most clubs but we think we have a permanent group started in this area. Don Santee has acquired a 1-19 which he is modifying to fit. Three Cherokees are being built near Portland, also.

BILL SHIPMAN

### Rochester Soaring Club, Inc.

Winter has come to Western New York and frigid temperatures prevail. Our TG-3A and 2-22 are in storage, but our 1-26 is busy on weekends at Dansville Airport for the brave "insulated" souls who want to soar. Flights have been good at Dansville with several 2 hour durations on the log.

The partially completed 1-26 kit that was purchased from Clarence See is now in the shop at Buffalo's Burgard Vocational High School and work of extremely high quality will bring it into flying shape in another few weeks. All of us of R.S.C. are grateful to the school for their help in getting our sailplane airborne.

A dinner meeting is planned for Feb. 11 at the Treadway Inn in Batavia, New York. This will be a very pleasant affair which we will all enjoy.

Come warm weather we will be operating four sailplanes. Our trusty TG-3A, our 2-22 and two 1-26's. If you think 1960 was a good year for the club (and it was) wait until you see 1961!

At its annual meeting, the Directors of R.S.C. elected the following officers for 1961: President, Edgar Seymour; Vice President, Cid Carvalho, Buffalo; Treasurer, Kai Gertsen, Rochester; and Secretary, Don Ryon, Rochester.

### Odds and Ends

Word has reached us of a new soaring club being started in the Jeffersonville, Indiana, area. The group grew out of interest in a Cherokee being built by I. B. Voight, of Jeffersonville. Their present plans include the purchase of a 2-22C and a 1-26 for use of club members.

Soaring pilots in the Southern California area are no doubt aware that the SCSA has suspended publication of its newsletter, *The Thermal*. This action was due to the rising cost of production. In place of the monthly publication, Southern Cali-



Photo by Fred Matteson

The Breguet 904 sailplane, a high-performance French two-seater derived from the single-place 901. It is of all-wood construction, wing span is 66 feet, wing area is 215 sq. ft., empty weight is 750 lbs., wing loading is 7 lb./sq. ft., and maximum L/D is 35 to 1.

fornia Soaring Association news now appears in a special column in *General Aviation News*, published bi-weekly in Los Angeles. Pete Bonotaux, former Editor of *The Thermal*, now edits the column, titled "Soaring in the West."

### ROBERT P. GREENBAUM

Bob Greenbaum of Beverly Hills, Calif., lost his life on Feb. 26th in a glider accident. A friend of Bob's, Craig Protsman, was a passenger on the flight and his life was claimed, also. This accident will be reviewed in more detail in a future issue of *Soaring*. Jack Lambie is preparing a memorial to Bob for publication in the next issue.

### GOVT. PLASTICS HANDBOOK

Copies of "Plastics for Flight Vehicles, Part 1. Reinforced Plastics, Military Handbook - 17" are now available for \$1.50 each from the Superintendent of Documents, U. S. Govt. Printing Office, Washington 25, D.C. Specify catalog No. D 7.6/2:17/pt. 1. This 1960 edition has

179 pages and was prepared as an aid in the design of reinforced plastic laminates. It contains general design criteria and related information for laminates, including fundamental mechanical properties of a number of parallel laminates and data on fatigue strength, creep properties and other properties.

### REQUEST FOR THERMAL DETECTION RESEARCH

This is a request for a volunteer to begin research work on a device to detect thermals from a distance by sensing infra red radiation from the rising warm air. Results of the research could be presented in the form of a paper at SSA's Technical Symposium on Soaring on September 16th.

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