

which only nine had more than one. Since there are 39 prizes it is evident that there is considerable room for improvement. Only six persons had submitted suggestion entries.

SSA cannot afford to carry on lengthy correspondence about this but if entrants send in self-addressed postal cards they will be returned with the names of new members credited to the person concerned. Credit will be given for any new member (since June 1, 1962) who writes SSA and identifies his sponsor, the *individual* solely responsible for his joining the Society.

### POLES PROPOSE EXCHANGE

The Polish Aero Club has proposed to the Soaring Society of America that the two countries exchange pilots for their respective National Soaring Championships in 1963. Purpose of the exchange would be to better acquaint U.S. soaring enthusiasts with the latest in Polish soaring and to further develop the good relations between the two countries. The Poles would like to bring their own sailplanes to the U.S. but offered to provide our pilots with sailplanes to fly in Poland. Because of the difficulty concerning currency, it is expected that the expenses of the visiting pilots and crews would be borne by the host countries on an exchange basis. Each country would pay all costs in getting its pilots and equipment to and from the border of the other country.

This should be simpler for Poland to arrange than the U.S. Because of the way soaring is organized in the U.S., on a private and commercial basis, arranging the financing involved would be more difficult. SSA has no funds to use for such a cause so it becomes a matter of selecting capable individuals who would be willing to pay their way to Poland, as well as supplying a car and expenses for an exchange Polish pilot and one crew man in the U.S. Any SSA members who would be interested in participating in such an exchange on the basis mentioned are invited to write SSA with an indication of their qualifications.

### OSTIV NEWS

The "OSTIV Section" of the August, 1962, issue of the Swiss *Aero Revue* had the following contents:

Full technical data, three-view drawings and photos of these sailplanes: the British Slingsby T 50 Skylark 4, a high-performance single-seater with L/D of 36, and T 49



Photo by USAF

About 400 Civil Air Patrol cadets from New York State were introduced to soaring during their two-week encampment held at Griffiss AFB, N.Y. The boys were shown Schweizer's film "Sky Sailing" and a slide lecture explaining sailplanes, the types of soaring, and sailplane training. This program was presented in addition to the regular CAP and military training. On Sunday, July 8th, the Schweizer Aircraft Corp. towed a brand-new 2-22C to Griffiss. About 20 cadets from various parts of the state each received a short instruction flight. The program was intended to further the cadets' general knowledge of aviation, excite some interest in soaring, and bolster New York Wing's drive to collect enough trading stamps to buy a 2-22 in which to teach cadets to fly. Picture shows Lt. Col. M. J. Verman, CAP (left), the Wing's stamps-for-a-sailplane project officer, looking on as Richard Nelson (right), originator of NY Wing's soaring training programs, briefs Cadet John Reimer, who is about to make his first sailplane flight with Holli Nelson (rear seat).

Capstan, a high-performance side-by-side two-seater with L/D of 30; the British Puffin man-powered aircraft with L/D of 33; the East German LOM 58/I Libelle Standard and LOM 58/II Libelle Laminar, high-performance single-seaters with L/D's of 28.5 and 36, respectively, and Lehrmeister II, a tandem two-seater with L/D of 23; and the Rumanian IS-8, a tandem two-seater with L/D of 23.

The August, 1962, issue had the following contents:

Advance details on the IXth OSTIV Congress to be held in Argen-

tina next February, much of which appeared on page 14 of the August issue of *Soaring*.

Full technical data, photos and three-view drawings for six sailplanes: the Australian Schneider ES. 59 Arrow, a new single-place design with 43.5-ft. span and L/D of 27.8; the Bulgarian Kometa Standard (with V-tail and L/D of 28) and Jastreb (a strut-braced two-seater with L/D of 20.5); the Polish SZD-6X Nietoperz (tailless) and IS-5 Kaczka (canard) with L/D's of 17; and the Polish IS-4 Jastrzab for aerobatics.

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