



**Vi Blalock preparing dinner for hungry soaring souls at the dry lake north of Reno, Nevada.**

John Ryan, Paul Bikle and A. J. Smith. The next day Schröder left Bishop under a collapsing Cu and a head wind flying towards El Mirage, 190 miles away, and landed only 25 miles from El Mirage. In Bishop heads are still shaking in wonderment over what appeared to be an impossible feat. Helen Dick and John Williams flew out of Bishop, also. John flew from Bishop south to Lone Pine, then north to White Mtn. peak and finally out across Nevada to within several miles of Diamond distance. He left lift whenever it fell below 500 feet per minute. Bishop was fortunate in having Sterling Star fly from Bishop, also. Paul Palmer and Rudy Allemann from the state of Washington took flights from Bishop, too, landing some miles from Bishop, in a cultivated field. That's about all from Bishop for now.

WALTER C. LOCKHART

### **Metropolitan Airhoppers Soaring Association, Wurtsboro, N.Y., Airport**

The most successful in a long line of successful seasons was concluded last year by MASA.

The total number of tows off the field during 1962 pressed very close on the 1900 mark, well above the 1961 total of 1261 tows. Although no total flight time figure is available for the 20 or so field-based sailplanes, the four aircraft belonging to Sailflights accounted for just over 700 hours among them. MASA members fly the ships owned by Sailflights, Inc., instead of the club owning any ships.

The mainstays of the club operation are two Ka-7's, a 1-26 and a 1-23. The Pratt-Read is out of commission for the time being but the excellent all-around qualities of the Ka-7's help everyone forget it. Two kit-built Ka-8's (the Foxworths built one, the Orbans the other) went into operation late in the year as did a BG-12A purchased in November by Francis Popp. And of course the HP-8 belonging to George Moffat is now based at Wurtsboro. At least one more Ka-8 is on order for the coming year

and the Placeks will be the first local family with a 2-32, sometime in 1963 they hope.

When all the tows were added to all the operational sailplanes the combination produced a lot of F.A.I. badges. There were six Silver badges, one Gold badge, eight C's and one A badge. In the leg department were three Diamond goal, two Gold distance, four Gold altitude and four each Silver altitude and duration. The flight to over 15,000 ft. by Major Stewart on October 6th, in the wake of Hurricane Daisy, added some valuable information to the knowledge of local wave conditions.

On the other end of the scale were three cases of what is known euphemistically as "pilot error." And a couple of bent airframes. The airframes have long since been straightened and the chastened pilots are presumable writing "I Learned About Flying From That" nos. 385,429,744 and 385,429,745.

One of the biggest events of the year was the delivery of the group's second towplane. The Piper PA-18, equipped with a Schweizer tow release, went into operation on the 2nd of December. Although the Super Cub doesn't have the tztatz of its big brother, the 450-HP Stearman, it is reputedly easier handling, quieter and, most important of all, warmer. It will give the Stearman some much needed help during the coming season and relieve it entirely in the winter season flying which it now makes possible. There has been sporadic week-end flying since the regular season closed at the end of November and this will probably pick up in direct proportion to the availability of electrical foot-warming equipment.

The '62 season was formally brought to a close by the traditional annual elections and banquet at the Neptune Inn in Paramus, N.J., on the 26th of January. The new MASA officers are Loris Charchian, President; Don Hopkins, Vice-President; and Betty Placek, Secretary-Treasurer. The group expressed a desire to become an SSA Chapter and a committee was appointed to investigate the matter and to make the necessary constitutional changes. A collection totalling \$118.00 (\$50.00 from the MASA Treasury) was made for donation to the International Fund and in addition to those private donations, reported recently in *Soaring*, already made by MASA members.

Now we all pace our cages, count our huge potential and long for the coming of spring.

RICHARD MILLER

### **Mohawk Soaring Club, Inc. Schenectady, N.Y., County Airport, A Chapter of SSA**

As a result of recent elections, Wally Hollbrook has been chosen as president of MSC to lead us in 1963.

Our group is really getting ready for the '63 season. As soon as the weather starts to get warm, out of hangar storage will come the club's two ships for spring maintenance. The 1-26 will be all ready to go with just a good wax job. The 2-22 needs new rudder cables and possibly some recovering work done.

This season the club is going to make

a major attempt to visit many other soaring sites around us. Plans are already being made to go as a group to the Nationals at Elmira. Last year our travels were hampered by a lack of time for trips on the part of many members. We hope to overcome this. In 1963 our club is going all out on a membership drive. We need more members in order to speed up future expansion.

We're all hoping for a really booming season. If just half of our ideas, now on paper, work out it should be.

MARK RIDDELL

### **Odessa Soaring Club Ector County Airport Odessa, Texas**

The following is a progress report to all our soaring friends to let you know we are still in business at the above airport, Hangar # 4.

Meetings over the past year have been regular and attendance has been almost 100%.

We are still operating with the Schweizer 1-19 and winch with some car towing thrown in.

Since relicensing our ship last April flying has been regular and several cross-country flights have been made. The shortest flight was nine miles and the longest eighty miles. The others ranged from 28 to 40 miles. Not bad for a 1-19 that won't soar.

A new member joined the club in January. He is Bill Dunn, recently from California. Bill has already been checked out in Al Parker's 2-22C and given a key to the hangar which signifies full flying membership.

One of the high points of last season was a trip to Marfa, Texas. The first four days at the Marfa/Alpine airport were wonderful. The thermals were big and plentiful. Flights to 12,000 ft. were made by both Bill Eaves and Pete Taylor. Pete stayed up on one flight 2:45 hr. and came down from 11,900 because of a toothache. He was nearly frozen in his tee shirt. All flights were made from car tow.

When I joined the group on Saturday a cold air mass followed me down and it rained. The next day the ground was still wet and all I accomplished was six auto tows and a lot of fine fellowship with Pete Taylor and the local people of Marfa, Texas.

Incidentally, the 7,500-foot runways of the old Army field are ideal for car towing and the traffic is very light.

The people went out of their way to help us and assured us future expeditions to the Marfa/Alpine airport would be most welcome. Plans are already underway to go back this summer when it warms up and soaring gets good again.

Bob Bacon, our President, had two nice trips for his Silver badge distance in the 1-19. Bob weighs about 200 lbs. and the cockpit is filled when Bob is aboard. The first flight was 28 miles and the second was 40 miles but the only line on the barograph was vertical. The clock stuck and the drum didn't turn. Better luck, Bob, in the coming season.

So to all—good soaring in '63!

BILL SHUMAKER