

ROPE

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Renewal Time

This is a reminder for those SSA non-Chapter members whose dues are paid only through June 30th to renew early, if possible. Doing so will bring your July *Soaring* in the initial mailing and save the Society time and expense. Individual notices have been mailed to those affected. Please act on them soon.

Wave Flights

Information received by SSA indicates that the following noteworthy wave soaring flights have been made in the recent past (altitudes asl):

Jan. 19; Eugene A. Marks; Elsinore, Calif.; Mucha Standard; airport, 1250 ft.; release, 3150 ft.; high, 13,500 ft.; gain, 10,350 ft.; to claim Gold alt.

May 8; Richard B. Hunt; El Mirage Field, Calif.; 1-26; airport, 2865 ft.; release, 13,000 ft.; high, 32,300 ft.; gain, 19,300 ft.; 3:30 hr.; to claim Dia. alt.; Gold alt. and Silver alt.

May 19 Winston J. Smith; Colorado Springs, Colo.; L-K; airport,

7100 ft.; release, 10,900 ft.; high, 27,400 ft.; gain, 16,500 ft.; to claim Gold and Dia. alt. and completion of Gold badge.

New Sailplanes

Robert B. Smith of Bay Shore, L.I., N.Y., took delivery of a new Skylark 4, N377Y.

Lou Falconi and Capt. Sid Yahn of Roswell, N.M., completed construction of an original design, the SL-1, N74072.

Mark Abell of Framingham, Mass., took delivery of a new L-Spatz-55, N8752R.

Sailplanes Changed Hands

Larry Welch of Connor, Wash., bought a Bergfalke II/55, N9751Z, from Alice B. Adams.

Arthur R. Andersen of Brooklyn, N.Y., and Brian Seabury bought a TB-3A, N41865, from the Rochester Soaring Club.

Donald Morgan, M.D., and Len Boyd of McCook, Neb., bought a Cherokee II, N5975V, from Don Baldwin.

The Tri-Cities Soaring Society of

Let's Play Post Office!

ALL sailplane owners are hereby asked to help test the U.S. government's Post Office delivery service.

Each owner please obtain a postal card, paper and envelope, or some other letter-sending method and put the following information on it:

Name and address.

Sailplane model, N number and serial number.

Send this vital information to the new keeper of the SSA sailplane census,

**R. L. Shamblen
225 Viking Road
Charleston 2, W. Va.**

If your message doesn't get through we will have evidence that the U.S. Postal Department is not as efficient as it should be and can seek some other method of sending mail.

Endicott, N.Y., bought a 1-26, N91894, from W. F. (Bud) Briggs.

The Chicago (Ill.) Glider Club bought a 1-23H, N10377, from Dale May and partners.

Ken Bawden of Mesa, Ariz., bought a Bowlus Baby, N90841, from Don Harrell and partners.

The Crystal Lake, Ill., C.A.P. squadron bought a 2-22, N91836, from the Windy City Hawks.

C. A. Thomas of Cockeysville, Md., bought a 1-26, N10392, from John R. Smith.

Jerry Robertson and Don Harrell of Stead AFB (Reno), Nev., bought a Ka-8B, N9992Z, from John Ryan.

Russell Henne of Arcadia, Calif., bought an L-K, N55085, from Sid Yahn.

Cal Soaring Associates (Nils Eberhardt of Burbank, Calif., and friends) bought a TG-2, N53285, from Skylark Aviation.

Marvin Ponsar of Granada Hills, Calif., and Gene Yost bought a P-R, N63187, from Melvin Laird.

The North Bay Soaring Assn., Inc., of San Rafael, Calif., bought a TG-2, N47904, from the Chicago Glider Club.

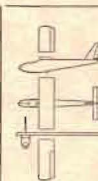
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This system is independent of conditions outside sailplane, and operates 4 hours for a total weight of 10 lb.

For further information write: Steve Keachie, 34 Crystal way, Berkeley 8, Calif.



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