



Larry Gehrlein (R) of Erie, Pa., being welcomed to the Chemung County Airport at Elmira, N.Y., on April 27th by Bernie Carris, Chief Instructor at the Schweizer Soaring School. Larry had just completed a 165-mile cross-country soaring flight from his Thermal-G Gliderport at Waterford, Pa., to Elmira in his Schweizer 1-23H-15 sailplane. As Schweizer dealer for western Pennsylvania, Larry had made the flight a combination of business and pleasure. Flight time was 4:30 hr. in a 20-mph cross-wind.

courses continue to be popular with the public, and many people tie these in with their vacations. Demonstration rides are also very popular. Each passenger is given a souvenir card, signed by the pilot and certifying that he has made a sailplane flight. We find these very effective, for the recipients apparently show them to all their friends. Giving demonstration rides is the basis for spreading the sport, and our dealers are encouraging this phase. Clubs should consider this as a means of developing new members.

Developing work continues on our two airplane projects, and we have been concentrating on the 1-30. Its cruising speed, with a 90 h.p. engine, is now up to 120 mph, and we are developing other uses for the plane, including that of towing sailplanes. We hope that we may be able to make it available next year.

Aircraft subcontractors still continue to be the major work at our plant. The production of the Gruman Ag-Cat agricultural airplane, tail surfaces for the Gruman Gulfstream, helicopter parts for Bell and antenna assemblies for Sperry comprise this phase of our work. As the volume of our sailplane production increases, we hope to be able to do more in the way of promotional work to help develop the sport. We have felt that the first necessity is the development of reliable sailplane equipment, and it is on this phase that we are concentrating. We are very much encouraged by the growth of the movement, and we look forward to a busy 1963.

### How To Promote Soaring

Upon the recommendation of the Chairman of the SSA Membership Committee, there continues here more of the entries in SSA's 1962

membership contest, suggestions on how to promote soaring and/or SSA.

The three prize-winning entries were printed in the May issue. Here are the four runners-up.

4th — "When finished reading *Soaring* give the magazine to a library, physician, dentist or a barber for display on his magazine table." — submitted by Mrs. A. R. Greenwood.

5th — "Soaring will grow only if we open the closed door. The 'only the birds and me' philosophy must be changed. Take somebody soaring soon." — submitted by L. L. Lyon.

6th — "Display a sailplane and *Soaring* magazines at a manned information booth at sports shows." — submitted by Bob Fenton.

7th — "Let's conduct a 'National Glider Day' once a year. We might have a soaring demonstration with glider rides at nonsoaring airports." — submitted by R. M. Ellingwood.

Other suggestion contest entries will be published in future issues of *Soaring* to give readers ideas on how to contribute to the expansion of this fascinating sport.

### MASA Becomes a Chapter

The Metropolitan Airhoppers Soaring Assn. of Wurtsboro, N.Y., has become the latest soaring organization to join the ranks of SSA Chapters. MASA members number 50 and they fly the equipment provided by Sail Flights, Inc., at Wurtsboro. The club is cohosting the two-weekend Northeast States Soaring Contest, their half on May 25-26. The number of Chapters remains the same, however, because the Seattle Glider Council has voted, with regret, to withdraw from SSA Chapter status.

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