



Looking down into the roomy, luxurious cabin of the new Schweizer 2-32 high-performance sailplane. The rear seat can accommodate two passengers.

## Schweizer 2-32 Progress

Schweizer Aircraft Corp., of Elmira, N.Y., and its dealers are now taking orders for the 2-32 which is being put into production this year. The 2-32 is an all-metal, high performance, multi-place, tandem-seat design which should significantly enhance the status of soaring in the U.S. It features a roomy, comfortable, modern airplane-type "cabin" with superb visibility. The useful load it can carry is 500 lbs. and the large rear seat will accommodate two average sized passengers. In spite of its 57-foot wing span, 1200-lb. gross weight and high-performance, it has the handling characteristics and quick response of a smaller sailplane. Thus it is a versatile machine to satisfy the needs of most soaring enthusiasts, whether they soar for fun, companionship, competition or records.

Prices quoted in a proposal dated Oct. 31, 1962, were \$7995 for a complete, ready-to-fly, painted sailplane: \$7750 for a complete sailplane, ready to fly, but only primed, with one instrument and no cushion or uphol-

stery; and \$5500 for a final assembly kit. The kit will not be available until 20 to 25 completed sailplanes have been delivered since it takes more development work. It would be about 70% complete, the buyer having to install wing tips, dive brakes and ailerons, complete the rear deck and nose section of fuselage, assemble control surfaces and canopy and install controls.

The 2-32's laminar-airfoil contributes to its calculated performance of 33-35 to 1 maximum glide ratio at 52 mph solo or 60 mph dual, with a minimum sink of 2 ft./sec. Photos of the 2-32 have appeared on the front cover of the November *Soaring*, the back covers of the September and January issues and as the January, 1963, SSA Calendar illustration.

## NAA Membership Renewals

This will serve as a reminder for those SSA members who had joined the National Aeronautic Assn. last year to renew their NAA dues for 1963. Since SSA is a Division of NAA, SSA members may join NAA

for half the regular annual dues of \$10, or \$5 for the calendar year (\$3 if joining in last half of the year). In order that these NAA Divisional memberships may be properly verified, they should be mailed to SSA (not to NAA) but with a separate check for dues made payable to NAA. When joining or renewing NAA, give your name and address and the name and address of the beneficiary for the insurance that is part of your NAA membership. The amount of this travel accident insurance is \$2500 for the first year and \$3000 thereafter, as well as injury medical expense coverage of \$250 for the first year and \$500 thereafter.

In addition to the insurance benefit of NAA membership, there is a subscription to NAA's monthly journal, *National Aeronautics*, Avis and Hertz credit cards with up to 20% discount on car rentals, discounts on equipment purchased through certain firms, and discounts on numerous aviation magazine subscriptions and books.

NAA did not send individual reminders to renew dues for 1963 to any of its Divisional members so this is the main notice you will receive. Make a note now to attend to it as soon as you lay down this issue of *Soaring*. Remember, NAA is the U.S. representative of FAI and has delegated SSA as administrator of the soaring section of the FAI Sporting Code. It would behoove all SSA members to get behind NAA and thereby lend support to the general promotion of aviation and in particular all forms of sporting aviation.

## Chapters Down 2, Up 2

Two soaring clubs lost their SSA Chapter status in recent months while two others became Chapters, leaving the total at 56.

The Aeronautical Engineering Society, Inc., of M.I.T. and the Buckeye Glider Club of Ohio State Univ. were the two taken off the rolls because of their inability to maintain 100% SSA membership in their clubs.

The two new Chapters are the Chicago Glider Club, based at Nepeville, Ill., with 28 members, and the Toledo Glider Club, based at Adrian, Mich., with 37 members. Information about both is published in the "Club News" sections of this *Soaring*. A photo of CGC's TG-2 appeared with last month's column.

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