

tion, (won by the DFS-Meise, subsequently referred to as the "Olympia") and OSTIV Standard Class sailplanes entered in competition for the OSTIV Trophy.

The "OSTIV Section" of the April, 1963, issue of *Aero Revue* consisted of one paper presented at the 1963 OSTIV Congress, "Ein Beitrag zu den Flugeigenschaften der Segelflugzeuge" (remarks on the features of sailplanes), in German.

There were some last-minute changes to the list of papers scheduled for presentation at the 1963 OSTIV Congress, printed in the last issue of *Soaring*. Bojanowski cancelled his paper, the second one listed under Airworthiness, as did Dragovic, the fourth one under Aerodynamics, and there were five additional papers received at the opening of the Congress, as follows:

"Flutter Characteristics of a Sailplane Wing"—Centro di Volo a Vela del Politecnico di Torino, CVT, Italy.

"Vergleich Theoretischer und Experimenteller Polardiagramme"—Dr. Richard Eppler, Munich, Germany.

"Use of Plastics in Sailplane Production"—Dipl. Ing. Alfred Puck, Darmstadt, Germany.

"Einige Bemerkungen ueber die Anforderungen der in verschiedenen Laendern geltenden Segelflugzeugbauerschriften bezueglich der im Windenschlepp vorkommenden Belastungen des Segelflugzeuges"—Dipl. Ing. Irena Kaniewska, Poland.

"Gedanken zur Entwicklung von Laminarprofilen"—Dr. Reimar Horton, Argentina.

### Sailplanes Changed Hands

Richard B. Sundquist of Denver, Colo., bought a Skylark 3F, N5563V, from L. Gale Abels.

Holiday Soaring School at Tehachapi, Calif., bought a 1-26, N10372, from Bill Creany.

Eugene Bartos of Santa Monica, Calif., bought a wind-damaged L-K, N50497, from Gene Hamm.

Bob Vivian of San Bernardino, Calif., acquired a Bowlus Baby, N21742.

The C.A.P. Club, Sqd. #2 of Tulsa, Okla., bought an L-K, N9778H, from the Illini Glider Club.

### New Sailplanes

Arnold E. Davis of Northridge, Calif., completed construction of a Cherokee II, N9711C.

Mario Piccagli of Chevy Chase,

Md., took delivery of an Italian M-100S, registration I-M100.

Mrs. Evelyn Primm of Reno, Nev., took delivery of a new 1-23H, N8655R.

H. R. Jauch of Sierra Madre, Calif., took delivery of a new Ka-6CR, N3379G.

Cal Kristen of Miami, Fla., took delivery of a new 1-26, N8639R.

### Nationals Notes

The two top spots in the organization of the 1963 U.S. National Soaring Championships have been filled, as per announcements from the sanctioning and sponsoring organizations. The Soaring Society of America, Inc., has appointed H. Marshall Claybourn of Wichita, Kansas, as Competition Director. Marshall was Contest Manager of the 1961 Nationals at Wichita and is a Gold badge pilot. He is an SSA Director-at-Large, also. As Competition Director he will be in charge of the technical aspects of the contest.

The sponsor of the contest, the Elmira Area Soaring Corporation, has appointed Robert K. Owens of Elmira, N.Y., as Contest Manager. Bob will direct the contest organization and operations.

### Rules

Rules for the Championships have been finalized and a copy will be provided to each pilot at the time he checks in at Harris Hill. The rules are very similar to those used last year, the primary changes being as follows:

The entry fee is \$50.

The requirement for assured entry (if facilities are limited) has been raised to include a Diamond goal or distance leg, as announced in the last three issues of *Soaring*. Deadline for entry was May 2nd. By late April, requests for application forms numbered 60, of which 40 had sent deposits.

Provision is made for flying on guest status by competitors eliminated from further competition for any reason.

Scores for all pilots flying OSTIV Standard Class sailplanes will be published as a separate list, as well as integrally with the scores of other pilots.

Ten pilots must fly at least 35 task miles each in order to constitute a contest day.

No penalty distance will be imposed for landings within 3 miles of task course lines but full penalty will

be imposed for landing outside the 6-mile-wide corridor.

As before, sailplanes must bear a contest number assigned by the SSA Contest Board and displayed as per SSA specifications. For sailplanes not entered in any of the last 3 Nationals, apply for number to Chairman, SSA Contest Board, 820 Gage Dr., San Diego 6, Calif.

Preregistered pilots may obtain an advance copy of the rules by writing to SSA.

### Daily Bulletins

Contest Manager Bob Owens reports that EASC will provide a Daily Bulletin service for those interested in progress of the Nationals. An employed secretary will be responsible for this service. To subscribe to the service, send 10 self-addressed, stamped envelopes (air-mail or 1st class) along with \$1.00 to EASC, National Contest Daily Bulletin, 224 William St., Elmira, N. Y.

### Addresses Needed

*Soaring* magazines mailed to the following SSA members at the addresses shown have been returned by the Post Office with no forwarding addresses. If any reader knows the current location of any of these members, please advise SSA.

Robert L. Basham, 215 Woodcrest Dr., Buffalo 20, N. Y.

Zoltan I. Balogh, 257 W. 99th St., New York 25, N. Y.

Dr. Lou Bothell, 332 Truman NE, Albuquerque, N. M.

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Claude W. Day, Jr., 2001 Central Ave., Alameda, Calif.

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