

Letters

Letter From Zep Aero

Dear Mr. Dawdyoff:

For many years Zep Aero has furnished oxygen equipment and supplies to sailplane owners throughout the world. In the past we have endeavored to give personal attention to each and every request, and have filled these orders at the lowest possible cost. However, lately the Zep Aero Engineering Department has been utilized almost entirely in designing aircraft oxygen systems for new aircraft. As a result we find ourselves in a position where we can no longer provide the same degree of service to the soaring pilot as in the past. For this reason we take pleasure in announcing the appointment of RAINCO, P. O. Box 16006, Phoenix, Arizona as distributors of Zep Aero equipment to the sailplane fraternity. RAINCO will maintain a complete stock of regulators, masks, fittings, cylinders, and complete oxygen systems. They are set up to provide the necessary engineering and service support for all oxygen systems, and of course Zep Aero will continue to provide them engineering support for new equipment and special installations. In the future Zep Aero will turn over soaring inquiries to RAINCO, thereby giving the sailplane pilot an opportunity to contact a firm expressly set up to handle his particular needs.

Very truly yours,
ZEP AERO

WILBUR J. ZEPP, President

Record Hours

Dear Alex:

We have just completed a fantastic month of soaring at our Dansville (N.Y.) soaring site. We would like to claim a record for a privately owned sailplane with the most hours logged in a 31 day month of week end flying. We flew our Ka-6CR a total of 87 hours in 13 flights, for an average of 6.7 hours per flight.

Only one flight was made during the work week, the rest were made on week end days plus the Memorial Day holiday.

Incidentally, our direct costs were \$9.32 which include one aero tow at Wurtsboro (\$5), the remaining 12 launches were by auto pulley tow.

Could it be that other have flown their sailplanes more than this in so short a time.

We have now six sailplanes operating out of Dansville and some of these ships have had a good month also. The Hunter-Gustinis 1-23G logged better than 40 hours. The Rochester Soaring Club and the Dansville Soaring Club, Inc. (a newly formed club with a 2-22E) are both operating from this airport.

EDGAR D. SEYMOUR

69 Rhea Crescent
Rochester, N. Y., 14615

New Soaring Site

Dear Alex Dawdyoff:

I am working on the development of a ridge soaring site at Aubrey Cliffs, just four miles west of Seligman, Ariz., on the north side of Route 66. These cliffs rise steeply to 1,200 feet above the broad level valley, directly across the prevailing wind, and stretch to the northwest for about 25 miles.

Bob Sparling has made arrangements

with the operator at Prescott Airport who owns a Super Cub, to aero tow out of Seligman Airport, as soon as we can get the hitch on and approved.

If this ridge soaring site checks out good we want to try a soaring camp there, and if that is successful we hope it will develop into an annual goodfellowship get-together, like Torrey Pines. The prevailing winds at Aubrey Cliffs are real steady, around 20-30 mph., from March into June. A long strip at the base of the Cliffs for auto tow is also in our plans.

Prof. (Emeritus) R. E. Franklin has been a most frequent and steady visitor at Bob Sparling's in Prescott during the past year. I have visited there often and R. E., Bob, and I have spent many enjoyable hours reminiscing over the early years of gliding—and soaring.

GEORGE W. LAUMAN
Box 655, Litchfield Park, Arizona.

He Dreams of Soaring

Dear Alex

I was very happy to see the May issue of Soaring magazine this year. I have already gone over the directory of all active sailplanes several times. Although I am not old enough to own a sailplane, besides not being able to fly or having enough money to buy one, I enjoy "window shopping". I would like to see more articles on flying-wing sailplanes, including translation of the OSTIV papers on the subject.

Besides dreaming of owning a sailplane, I also dream of one day making high altitude flights. This is one arm-chair pilot who would like to register his opposition to the lowering of the Positive Control Area to 18,000 feet.

WILLIAM ALLEN

11841 Allencrest Dr.
San Jose, Calif.

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