

Sailplanes and Soaring People at the EAA Annual Fly-In

The Soaring Society of America was well represented at this year's Experimental Aircraft Association's Annual Fly-In which took place at the Greatest Rockford Airport, Rockford, Ill., August 4th through 9th.

Of the 12 sailplanes on display or taking part in flying activities, there were four auxiliary powered craft capable of getting airborne under their own power. These were, Haufe Original, powered by a 40 hp Nelson engine, owned by Walter Haufe; Kenneth and Charles Flaglor's Cherokee II with two West Bend engines, from Northbrook, Ill.; Nelson Hummingbird, owned by Nelson Aircraft Co., of East Pittsburgh, Pa. and a Nelson Dragonfly of Bernard Gross and Ralph Squeglia, Long Island, N.Y.

A Schweizer 1-26 was on display by the West Bend Flying Service; it was aerotowed from West Bend, Wisc., piloted by 16 year old Gordon Voltz, the youngest pilot to land at Rockford. Voltz set up a one-man booth in the 1-26 to promote SSA and the sport of soaring.

The Schweizer TG-3, owned by the Greater Milwaukee Soaring Club and the Bryan Aircraft Co's Ka-7 were busy giving commercial passenger rides, some of which were actual soaring flights.

The Fly-In was also visited by Air Scouts and CAP squadrons who had a chance to gather first hand information on soaring from SSA members present there, as well as witness flight demonstration by such luminaries as Dick Schreder

in the HP-11A, Bob Hupe in a Ka-6, Harold Jensen in the LO-150 and others.

Soaring awards were given to Dick Schreder for altitude gain, Fred Matteson, Ka-7, for duration and Bob Hupe, for the longest distance soared to the Fly-In. Schreder was also recipient of the August Raspet Memorial Award given annually by the Experimental Aircraft Association for outstanding contribution to the advancement of light aircraft design.

GORDON VOLTZ

New State Records

Colorado. Absolute Altitude. Junior. Single place. 16,100 feet by Ralph Kolstad, August 21, in a 2-22C. Establishes new record.

Altitude Gain. Junior. Single place. 7,800 feet by Ralph Kolstad, August 21, in a 2-22C. Establishes new record.

Distance. Junior. Single place. 93 mi. by Dan McConnell, August 18, in a 2-22C. Establishes new record.

Distance. Open. Multiplace. 190.5 mi. by David Johnson, pilot; Fred Peters, passenger, September 7, in an LK-10A sailplane. Establishes new record.

Goal. Open. Multiplace. 190.5 mi. by David Johnson, pilot; Fred Peters, passenger, September 7, in an LK-10A. Establishes new record.

Speed over 300 km. Open. Multiplace. 31.1 mph by David Johnson, pilot; Fred Peters, passenger, September 7, in an LK-10A. Establishes new record.

Speed over 300 km. Open. Single place. 40.7 mph by Dick Sunquist, September 7, in a Skylark 3F.

Speed over 100 km. Open. Single

place. 51.4 mph by Dick Sunquist, September 5, in a Skylark 3F.

Georgia. Speed over 100 kms. Single place. Open and Senior. 30.2 mph. by Robert F. Little, Jr. August 2nd in an Air Mate HP-9 sailplane.

New York. Goal and Return. Junior, Senior and Open. Single place. 104 mi. by David Seymour, August 16, in a Ka-6CR.

Speed over 100 kms. Junior, Open and Senior. Single place. 34.3 mph by David Seymour, July 31, in a Ka-6CR.

Speed over 200 kms. Open and Senior. 34.4 mph by Edgar Seymour, August 8, in a Ka-6CR.

West Virginia. Absolute altitude. Senior and Open. Single place. 13,280 feet by Ed Byars on July 18 in a Schweizer 1-23 sailplane.

Altitude gain. Senior and Open. Single place. 12,000 feet by Ed Byars, July 18 in a Schweizer 1-23.

Speed over 100 km triangle. Open and Senior. Single place. 33.5 mph by Robert K. Poling on August 15 in a Schweizer 1-23H-15.

FAA Acts on SSA Glider Towing Proposal

The Soaring Society of America has three proposals for new rule making under consideration by the FAA. These are: Cloud Flying Rating, Instrumentation for Gliders for VFR and IFR Flight and a regulation which would permit glider towing without the need for a waiver.

So far no action has been taken by the FAA on Cloud Flying Rating and Instrumentation for Gliders, however, the proposal on glider towing is well on its way toward official action as evidenced by the telegram, reproduced below, received by SSA's Vice President, John D. Ryan from William J. Schulte, Assistant Administrator of the FAA.

JOHN D. RYAN, VICE PRESIDENT
CHAIRMAN GOVERNMENTAL
RULES AND REGULATIONS COM-
MITTEE, SCOTTSDALE, ARIZONA.

REFERENCE YOUR LETTER SEP-
TEMBER 21, 1964, FLIGHT STAND-
ARDS SERVICE ADVISES A REGU-
LATORY PROJECT HAS BEEN ES-
TABLISHED ON YOUR PROPOSAL
ON GLIDER TOWING. WHILE NO
DATE FOR ISSUANCE OF A NOTICE
OF PROPOSED RULE MAKING CAN
BE GIVEN AT THIS TIME, THE
PROPOSAL IS A PRIORITY PROJECT.
FAA SCHULTE WASHINGTON, D.C.

EL MIRAGE FIELD, HOME OF THE BG-12's



and Briegleb Soaring School, Box 101, Adelanto, Calif.