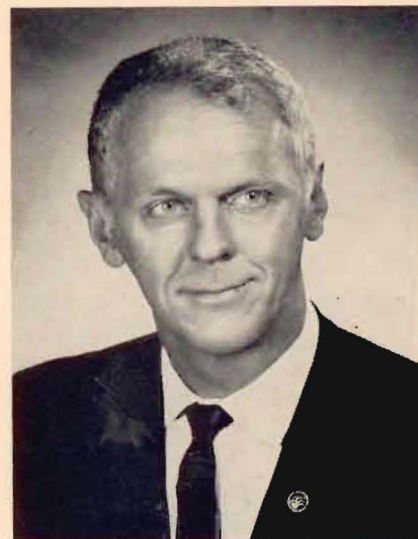


PRESIDENT'S MESSAGE

by WILLIAM S. IVANS, SSA President



A good deal has happened since my last message to SSA members, much of it associated with the summer thermal soaring season now coming to an end.

We can all take great satisfaction in the recent World Record performances of U.S. pilots. The goal flight record, already in U.S. hands, fell to another of our countrymen, Wally Scott, of Odessa, Texas, with a flight of 520 miles to Goodland, Kansas in his Ka-6. The long-awaited 1000 kilometer flight, dream of every distance flyer in the world, was finally made by another Odessan, the redoubtable Al Parker in his sleek Sisu. Al far exceeded the previous world record for free distance with his flight of 647 miles, Odessa to Kimball, Nebraska; the 1000 kilometer line was thus crossed with some 40 kilometers to spare! An astonishing speed performance was logged from the Odessa base by George Moffat, in his HP-8; George streaked around a 300 kilometer triangle at an average speed of 75 mph, to add yet another world speed record to his laurels.

The withdrawal of airspace docket 64-WA-9 by FAA was greeted with relief by all of us who are concerned with the steady federal encroachment upon our freedom to fly. There appears to be little doubt that this proposal to extend positive control will once more be offered, and that it will require a most

imaginative and forceful campaign by SSA members and allied organizations to either defeat it once again or to assure, at least, continued airspace freedom for glider operations as a special class. A basic objective in such a campaign will be to establish, by analytical and statistical means, that sailplanes represent a very miniscule hazard compared with other, commonly accepted risks of flight.

I am very pleased to report that our NAA relationships are at an all time high, in terms of confidence and mutual respect. There can be no question that the current President, Bill Ong, has accomplished wonders during his first term in office. Despite a severely curtailed income budget, NAA operations are in the black, and it appears that all essential NAA services are being carried out.

SSA 1964 operations from a financial point of view are not yet predictable, owing to lack of adequate returns on renewals following the June 30 increase in charges to members. From a service to members point of view, we are already seeing the effect to Alex Dawydoff's firm hold on the editorship of *Soaring*, and we can look with confidence for further gains in both the magazine and in our general operations.

The Nationals at McCook were well run and well attended. The range of weather encountered pro-

vided challenges for all, and was in large measure responsible for a scattering of pre-contest favorites in the final standings. Dick Johnson of Dallas, who flies superbly in any weather, made U.S. soaring history with his unprecedented seventh national championship, flying the Skylark 4 in which he won at Elmira last year.

A highly democratic self-seeding process has chosen our World Championship team members for the past ten years. This year, after the Nationals, our leading competition pilots chose Dick Johnson, A. J. Smith, Dick Schreder and Wally Scott to represent the U.S. at the 1965 World Gliding Championships. This is a strong team and we can expect it to do well in England. Major Ed Butts, now established as one of our most talented and effective Competition Directors, has been appointed Team Captain.

As a grand start toward raising the considerable sum required to support U.S. team expenses, the Icarian Flying Club put on a benefit dance at the Skyways, Inc. hangar in Van Nuys, north of Los Angeles. This affair was an obvious social and financial success, and we are greatly indebted to this generous and altruistic group for their support. Now that the way has been shown, what about a similar affair, put on by your club? Support your team—have a ball!