



Soaring

The Journal of The Soaring Society of America, Inc.
SSA is a Division of the National Aeronautic Assn.

NEW SOARING SCHOOLS

Three new soaring schools have begun operation since the list of schools in the 1966 SSA Directory was published, as follows:

Auburn Aviation Co., Municipal Airport (Rte. 3, Box 3842), Auburn, Calif. 95603. They operate a TG-2 and tow with a PA-11. Charles Burden, manager, writes that conditions seem real favorable for student work, with numerous flights of two and three hours. Auburn is about 17 miles northeast of Sacramento on the road to Reno.

Bryan Air Service, Inc., Williams County Airport (P.O. Box 566), 1½ miles E. of Bryan, Ohio 43506, Ph. (419) 636-1340. This is one of Dick Schreder's enterprises, operating a K-7 and offering winch and aero tows. SSA Instructor (offering A, B and C badges).

Precision Valley Soaring, c/o Barker Airways, Hartness Airport, North Springfield, Vt., 4 mi. N. of Springfield, Vt. on Rte. 106, ½ mi. E. on Airport Rd., Ph. 886-2285. A "non profit" operation offered week-ends and, by appointment, week days. Sailplanes, 2-22C and 1-26 (under construction), \$8/hr.; instruction, \$5/hr.; winch tows, \$2.50; aero tows with Champion Lancer, \$3/1st 1000', \$1 ea. add. 1000'. SSA Instructor (offering A, B and C badges).

Five schools were included in the Directory list in error because they are no longer in operation. These five are as follows:

Agricultural Aviation Academy,
Minden, Nevada.

Avery Aviation, Inc., Grebull,
Wyoming.

Cape Central Airways, Cape Gir-
ardeau, Mo.

Connecticut Valley Airways, Inc.,
West Lebanon, N. H.

T-Bird Airpark, Eugene, Oregon.

If there are any other new schools not included in the Directory listing or mentioned above, SSA would appreciate being sent information about them.

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Richard Miller — Editor

CONTENTS

GRIM STATISTICS, AN EDITORIAL	John D. Ryan 11
DIAMANT TEST PILOT REPORT	Richard Delafield 12
DIAMANT BACKGROUND	Rene Comte 13
SECOND ANNUAL 1-26 CHAMPIONSHIPS	H. Marshall Claybourn 15
M-I STATUS REPORT	Kurt Reupke 18
RENO RETROSPECTIVE	George Moffat Jr. 20
1966 MIDWEST REGIONAL SOARING CONTEST	Tom Page 23

SOARING FEATURES

WAVE FLIGHTS	4
LETTERS TO THE EDITOR	8
SAFETY CORNER	Miles Coverdale 17
BOOK REVIEW	17
NEWS NOTES	25
BUILDING METAL SAILPLANES	Richard E. Schreder 26
THE SAILPLANE FLEET	Compiled by Lloyd Licher 28
ABC PROGRAM	B. S. Smith 28
F.A.I. BADGES (CANADA)	Compiled by Julien Audette 29
LONG SOARING FLIGHTS	29
F.A.I. BADGES (U.S.A.)	Don Wemple 30
BIBLIOGRAPHY ON SOARING	31
CLASSIFIED ADVERTISING	31

COVER PHOTO: The Swiss fiberglass Diamant seen in a lovely winter setting, Rene Comte at the controls. Rene and Dick Delafield, who owns the first Diamant brought into the United States, cooperate in the current issue (see page 12) to bring us details of the history of the new sailplane and a Test Pilot Report.

Photo by T. Heimgartner

\$10 will be paid for any picture submitted if used for the cover.

Material published in Soaring magazine is contributed by individuals for the reading pleasure of soaring enthusiasts. Anyone is invited to contribute articles or reports on soaring activities. Material will be acknowledged when possible but no guarantee can be made that it will be returned. A self-addressed envelope should be enclosed if the material is to be returned.

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9