

THE NEW 1967 SSA CALENDAR

- ★ *Acclaimed by all who have seen it as the best SSA calendar yet.*
- ★ *Contains 12 beautiful new full-color photographs of sailplanes in flight, selected by the photographers, Alex and Dita Aldott, as their best.*
- ★ *A magnificent gift for display in home, office or hangar.*



"John W. Hollingsham with Dual 1700 and Captain Robert L. Schutte of the San Jose Aviation with Dual 11 are soaring in formation with Peter Puck in the background. Most pilots find added satisfaction in soaring in company (where they can)!"

TOTAL CALENDAR SIZE IS 11 x 17 INCHES.—\$1.35
(CALIF. RESIDENTS PLEASE ADD 4% STATE SALES TAX.)

THE SOARING SOCIETY OF AMERICA, INC.
Box 66071 Los Angeles, Calif. 90066

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FEBRUARY

THE SOARING SOCIETY OF AMERICA, INC.

BOX 66071, LOS ANGELES, CALIFORNIA 90066

day's rain. North-bound pilots found the crosswind component reducing their ground speed, but lift remained good as far as the front. Its western end was located near McPherson, Kansas. Marshall Claybourn landed 218 miles from Guthrie to claim the thousand points for the day. An outstanding feat of crewing was evidenced on this flight: Marshall's wife and two children spotted the 1-26 in a field only five minutes after his landing and they were one of the only two non-radio entries!

The required rest day was ideal for a "vulgar downwind dash." (Doesn't it always happen that way?) Jim Long, unable to see such conditions go to waste, flew the only non-U.S. entry 284 miles to Washington, Kansas, and he backtracked some because of a batch of thunderbumpers which marked the approach of a new front.

The front which prematurely ended Long's flight dropped south and its effects washed out the next two day's competition.

On the final day of competition, the Competition Committee assured itself of a contest day by assigning a speed task with a turnpoint 38 miles downwind—Perry, Oklahoma. Five pilots made the turn but only one was able to get as far as six miles back. Ed Smull copped the thousand points for the Schuette-Smull team. His performance moved his

team into first place, nosing out Long-Marshall by a mere six points.

A. C. William's consistent flying supported his outstanding flight of the second contest day and he was never in jeopardy of losing the top spot. As the new North American 1-26 Champion, he was presented the Marian C. Cruce Trophy. This beautiful new perpetual trophy is a silver punch bowl with a dozen silver cups. It will be presented annually to the winner of this event. Each winner will have his name engraved on one of the cups.

The usual, but no less sincere thanks go to the crews, timers, scorers, turnpoint crews, tow pilots, organizers, sponsors, helpers-without-titles and spectators. The local news media provided excellent coverage not to mention those of Oklahoma City, Springfield, Missouri, and Wichita, Kansas. A vote of thanks is also in order to the Guthrie, Oklahoma, Chamber of Commerce for shoulder patches and the use of the beautiful country club where the awards banquet was held.

The contest certainly was enjoyed by all the contestants and the competition not diminished by the restriction to one design. Future events will surely see a marked increase in participation and the appearance of widely known competition pilots is to be expected.