

BERGFALKE III



THOMSON WESSEL

11356 CHENAULT STREET
LOS ANGELES, CAL. 90049

Long Soaring Flights

Information received by SSA indicates that the following soaring flights of over 150 miles have been made recently.

April 16; Winfried K. Rudloff; 192 mi.; triangle from Naperville, Ill.; K-6CR; 7:05 hr.; to claim Dia. goal and Gold dist.

April 30; Kurt Horn; 190 mi.; from El Mirage Field to Twentynine Palms and return; Prue Std.; 5:48 hr.; to earn Dia. goal, Gold dist. and complete Gold badge.

May 20; Fred Robinson; 225 mi.; from Pearlblossom, Calif. to Kingman, Ariz.; via Grand Canyon 290 mi. out; 1-26; 10 hr.; try for Dia. dist.

May 21; Richard N. Miller; 200 mi.; from El Mirage Field, Calif. to Dry Lake, Nev.; 1-26; 6:06 hr.; to earn Dia. goal, Gold dist. and complete Gold badge.

May 21; Helen Dick; 231 mi.; from Tehachapi, Calif. to Mina, Nev.; Zugvogel IIIB; 6:15 hr.; try for Dia. dist.

FLIGHTS IN EXCESS OF 250 MILES

May 3; John M. Brittingham; 322 mi.; triangle from Colo. Springs, Colo.; incomplete by 2 mi.; Dart; 7:45 hr.; to claim Dia. dist. and completion of Dia. badge.

May 19; Jim Hard; 285 mi.; from Naperville, Ill., to Norwalk, Ohio; 1-23H; 6:20 hr.; try for Dia. dist.

May 28; Bill F. Sparks; 331 mi.; from Prescott, Ariz., to Albuquerque, N.M.; Std. Austria S; 8:16 hr.; to earn Dia. dist. and complete Dia. badge.

May 30; Graham Thomson; 312 mi.; from Calif. City, Calif., to Hawthorne, Nev., via Inyokern and Calif. City; Libelle; 8:00 hr.; contest distance task.

May 31; Jim Hard; 275 mi.; from Naperville to Metropolis, Ill.; 2-32; 6:45 hr.; try for Dia. dist.

FLIGHTS IN EXCESS OF 350 MILES

May 22; Michael Berger; 410 mi.; from Westcliff, Colo. to Mankato, Kan.; K-6; 7:20 hr.; to earn Dia. alt., Dia. dist. and Gold dist. and complete Gold badge.

Next Year's Nationals

A single letter of intent to bid as host to the 1967 National Soaring Contest was received at SSA Headquarters prior to the stated deadline of June 10th, 1966. It came from the Marfa Soaring Club and proposed the Presidio County Airport, Marfa, Texas (a deactivated Air Force Base with hangar facilities and tie-downs to accommodate 100 sailplanes) as the contest site. The letter did not fail to call attention to the 15 500-km triangles flown during the 1965 Marfa Soaring Camp, the World Distance Record which originated from the area and the goal flights too numerous to mention.

The prospective sponsors have also assured that living accommodations will be more than adequate; that, under no circumstances will the entry fee exceed \$60; that at least 15 towplanes will be provided in anticipation of 75 entrants; and that the cooperation of the Commissioner's Court, Presidio County Texas, the officials of the City of Marfa, the U.S. Border Patrol and every citizen of Marfa can be expected. The absence of any competing letter of intent to bid would seem to assure that the 1967 Nationals will be held in that land of marvels too numerous to mention—Texas.

THE SAILPLANE FLEET

NEW SAILPLANES

Louis Garibaldi; Suisun, Calif.; 1-26 (N2741Z). Robert Klemmedson; Orinda, Calif.; MG (SL) (1156Q). John Brittingham; Ramah, Colo.; Dart (N179E). Winfried Rudloff; Chicago, Ill.; K-6CR; (D5318).

Frank Snarey; Torrance, Calif.; 1-26 (N924X). Helmut Kanter and Anton Pils; Redondo Beach, Calif.; Libelle (N301F). Bill Sparks; Phoenix, Ariz.; Std. Austria S (N4644S). Bill Feeder; Simi, Calif.; K-6CR (N8046).

F. L. Swaney; Long Beach, Calif.; Cherokee II (N1510U). Henry Varner; Winston-Salem, N. C.; Foka 4 (N140HV).

Sierra Soaring, Inc.; Truckee, Calif.; 2-32 (N2DD). Colorado Sailflights, Inc.; Colo. Springs, Colo.; K-6CR (N12663).

Edward Meidel and Dale Cosper; Mishawaka, Ind.; K-6CR (N445M).

SAILPLANES CHANGED HANDS

Jack Nees; Arcadia, Calif.; K-6CR (N8705R); from Don Morgan and Len Boyd.

James Spelman; Boulder, Colo.; 1-23D (N91898); from Dean Svec.

Wylie Mullen; Joliet, Ill.; Sisu 1 (N7983A); from Jerry and Harry Robertson.

Dave Schmitkons; Amherst, Ohio; 1-23H (N8607R); from Bill Sparks.

Royce Stauffer; Carpinteria, Calif.; HP-11 (N851Z); from Dick Schreder.

George Kern; Inglewood, Calif.; Minimoa (N2664B); from Klaus Rudolph of Germany (was Wolf Hirth's).

El Paso (Texas) Soaring Society; 2-22C (N10350).

Jeremy Crocker; Yellow Springs, Ohio; K-8B (N4281A); from Phil Paul.

SAILPLANES UNDER CONSTRUCTION

Eldred Lord; Long Beach, Calif.; Cherokee II; estimated completion in 4-67.

James Gilliland; Sherman Oaks, Calif.; BG-12B; estimated completion in 7-66.

Louie Dody, Jr.; Oxnard, Calif.; 1-26 (Ser. #291); estimated completion in 8-66.

Roy Ellis, Jr.; Palos Verdes Estates, Calif.; BG-12A.

Louis Richmond; Milton, W. Va.; 1-26 (N2703Z); estimated completion in 8-66.

Thomas Dollahite, Bill Page and Roy Douglas; Midland, Texas; BG-12B.

Herman Stiglmeier; Inglewood, Calif.; Prue Two

Malcolm Kion; Daly City, Calif.; Cherokee II; estimated completion in mid-1967



This EPB-1C Flying Plank was completed by William D. McSwain in seven months of steady work. The ship has a span of 28½ feet and a length of seven feet. Empty weight is 240 pounds (which includes 17 pounds of lead in the nose) and flying weight is 420 pounds. Mr. McSwain reports that the Plank, which has an open cockpit, flies in a very satisfactory manner. He estimates the stall speed at 36 m.p.h. and reports that he has flown the glider at 100 m.p.h. without experiencing any of the characteristics frequently associated with reflex-section wings. He adds that the rudders are very sensitive and work well as dive brakes, but warns that they should be used sparingly close to the ground! Mr. McSwain would be glad to help anyone else building a Plank with sources of materials and supplies. His address is 1592½ Montgomery Street, Holly Hill, Florida.