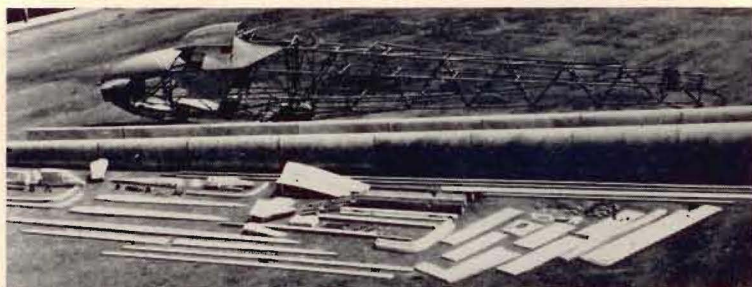


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## INTERNATIONAL F.A.I. BADGES FOR SOARING

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### GOLD BADGES

40. Richard F. Mamini; L-Spatz; Regina, Saskatchewan
41. H. Werneburg; K-8B; Regina, Saskatchewan
42. Kurt Kovacs; Austria SHK; Regina, Saskatchewan

### SILVER BADGES

182. Richard Robinson; 1-23; Goodwood, Ontario

### C BADGES

693. Donald F. Nixon; Bergfalke
694. Leo Haunsberger; Doppleraab
695. Glen Pearson; 2-22

### GOAL DIAMONDS

- Richard F. Mamini; L-Spatz; Regina, Saskatchewan  
H. Werneburg; K-8B; Regina, Saskatchewan  
Kurt Kovacs; Austria SHK; Regina, Saskatchewan

### LEGS FOR GOLD BADGES

- Richard F. Mamini; Dist.; L-Spatz; Regina, Saskatchewan  
H. Werneburg; Dist.; K-8B; Regina, Saskatchewan  
Kurt Kovacs; Dist.; Austria SHK; Regina, Saskatchewan  
John H. Bisscheroux; Alt.; Skylark II; Warren, Vt.

### LEGS FOR SILVER BADGES

- Martin Steinhilber; Alt./Dist.; Fauvel; Prince Albert, Saskatchewan

Arthur Seller; Dur/Dist.; Skylark III; Ashcroft, B.C.

Paul Mudryk; Alt.; 1-23G; Regina, Saskatchewan

R. O. Pearson; Alt.; Blanik; Hawkesbury, Ontario

## Multiplace Speed Record Established

On July 29, 1966, Paul Schweizer, flying a 2-32, established a U.S. multiplace speed record in the 500-kilometer-triangle category. The speed for the 318-mile flight, which began in Odessa, Texas, was 48.25 mph. This compares favorably to the world-record speed of 52.00 mph set in South Africa in 1964 by Helmut Sorg, of West Germany, flying a K-7. The passenger on the record flight was Clyde McCarthy, of Staten Island, New York, who has acted as Paul's crew chief at recent Nationals.

Documentation for the flight must be approved by the S.S.A and the National Aeronautics Association before it can be officially recognized as a new record. There has not been a U.S. national record for this category previously.

## OBITUARY

On Saturday, June 18, 1966, about 6:15 P.M., the members of the Tulsa Skyhawks Soaring Club, Inc. lost their President, Robert E. Campbell, when the right wing center section of two-year-old Cherokee II, N74007, broke free at an altitude of approximately 700 feet within seconds after the eighth winch launch of the day.

Bob Campbell, a fine friend and a strong competitor, had earned his Silver C in the Cherokee II, on occasion flying it as high as 25,000 feet and as far as 183 miles. Last year he sold it. With a half interest in a K-8B, he earned his goal and his altitude Diamonds. We fully expected to see him competing in the Nationals next year. His quiet manner, hard work, and willingness to help others in the soaring fraternity shall be missed by all of us. He leaves two sons, his mother, a brother and a sister.

The fatal accident occurred after seven previous uneventful launches from a 3700-foot sod airstrip at Harvey Young Airport, Tulsa, Oklahoma, using a winch that had just been acquired from the Colorado Soaring Association at Black Forest Gliderport. Although the investigation is not yet complete, pending analysis of the center section spars by the U. S. Bureau of Standards, the accident appears to have resulted from a combination of things which interacted at a critical moment. Both of the right wing center section spars failed outboard of the fuselage and immediately inboard of the metal wing attach fittings. A full report will be sent to Mr. Stanley A. Hall and to *Soaring* in the near future. — G. W. GILMER

## Register Available

UNITED STATES CIVIL AIRCRAFT REGISTER, January 1, 1966 edition, FAA publication AC No. 20-6E, \$6.00. Order Catalog No. FAA 1.35/3:966 from Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. All U.S. civil aircraft, listed by registration number, one line for each aircraft, includes the following information: serial no.; make; model; year mfg.; type; engine details (coded zero for sailplanes); name and address of registered owner; and date of last inspection. 1418 pages, 2 3/8" thick.