

Soaring Readers Write

14408½ Califa St.
Van Nuys, California

"Your March-April issue of SOARING was tops. The variety photos, and arrangement have shown a consistent improvement. It is truly a professional job and of us in S.S.A. are downright proud of it. The magazine, as it now is, gives the entire sport a priceless prestige and if our sport ever attains the popularity that we all hope that some day it will, your efforts today, as Editor of all of our meager efforts, will really prove to be the most important of all.

"Congratulations to you and all of the gang down there that helps you."

Pete Bonotaux

Subiaco, West Australia

"...May I join the many voices who are prepared to pay double or even more for a return to a monthly edition of your 'super beaut' magazine."

Wally Williams

Urbana, Illinois

"Do you want to know how to make SSA memberships sell themselves?

"Take one SGU-1-19A—glide ratio 14 to 1; add 1400 feet wire, drag chute, V-8 hot rod, 5300 foot concrete runway; install barograph (in glider). Wait till scattered Cu appear with lapse rate 5 plus degrees per M.

"Send glider student with 30-50 flights behind him aloft. Sure enough, he connects with one for a 15-minute flight.

"Of course, you want to wear a 'C' button—sign the award claim blank, the SSA membership blank, and the attached blank check.' He does!"

Tom Page

17 Ayer Street
Rochester 15, N. Y.

"We have noticed in several recent issues of SOARING that there seems to be considerable interest in glider insurance. There seems to be a lack of information on coverage and rates. One of our members specializes in aviation insurance and has handled our Club insurance since its organization in 1948.

"This member has consistently been able to reduce our premiums and maintain our coverage as the statistics on glider activity have accumulated. In addition to our club, he is handling the insurance for several other clubs and several individuals, and I feel sure that he would welcome the opportunity to assist others with their glider insurance.

"Interested pilots or clubs may obtain further information from the Editor of SOARING or the undersigned."

Edgar D. Seymour, President
Rochester Soaring Club, Inc.

463 W. Main, Apt. #1
Kent, Ohio

"The Explorers of Troop 253 in Kent are trying to form a glider squadron, but we have not been able to find a sailplane suitable for instruction, at a low enough price. We are now looking for certified plans for a tandem seat ship, and for plans also for single seat planes.

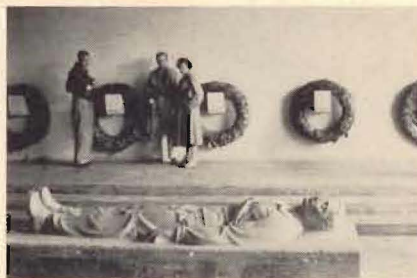
"We would like all you can give us on C.A.A. certified sailplane plans and descriptive and building literature. We would also appreciate any information you can give us on our new organization.

"We would also like to know if you have any films on soaring, and what we may do to obtain them.

"Thanks for any help you can give us."
Chip Smith
Troop 253 Kent

Hq. AMFE, Dir/ Eng
APO 633, New York, N.Y.

"I am presently in Germany and am enjoying my associations with Germany's soaring people. I've had a chance to revisit some of the sites and have seen some ones new to me. The sport flying spirit is still strong here and sport soaring is growing nicely although an unfortunate accident rate still is plaguing the country. Now that airplane towing can be resumed we all are looking to a reduction in the rate, as well as improved training and cross-country flying.



"While at the Wasserkuppe I took a few shots which might be of interest to your readers. The first is a picture of the memorial to the fallen flyers in the Groenhofhaus. In the background are American soaring pilots John Graves and Bud Yennet and Mrs. Yennet.

"I would like to say that I find SOARING a fine magazine. Under your Editorship it appears to be improving in a reassuring manner."

Fred Matteson

East Getanket
Long Island, N. Y.

"I am very interested in the article 'Could This Have Been You' in your SOARING magazine. I think it will help pilots to think twice to check equipment, etc, before taking off. I am a new member of the Soaring Society of America and I like your magazine very much."

Lynn A. Lowe

1873 Court Street
Salem, Oregon

"The article by the late Art Schultz in the January-February issue of SOARING was most interesting. I shall look forward eagerly to news of the flight test program for the 'Nucleon' being conducted at Mississippi State.

"In my opinion our movement needs more information for the amateur sailplane builder and the beginner in soaring. I would appreciate sketches and tips for winches, trailers, testing procedures, towing techniques, construction materials, adhesives, and so forth.

"My partner and I have been rebuilding an old TC-1 'Cinema.' We have had to learn by trial and error. Why not some articles on reworking old sailplanes to put them in like new condition?

"In order to promote soaring, we must convince more people that it is a practical sport that ordinary persons may enjoy. I believe that powered sailplanes are the best solution. The only other alternative is the 'midget' as recommended by Fred Hoinville."

Don Santee

CANADIAN

NEWS

by MAX MCCONNELL

Canada's National Soaring Meet will be held this year in two sections—Eastern and Western. The Eastern Section will be held August 1 to 6 at Brantford, Ontario and the Western Section on the following week, August 7 to 13 at Regina, Saskatchewan.

Details on the arrangements for these two meets are not yet available but will be obtainable from the sponsors. While the trophies up for competition are primarily for Canadian pilots, other phases of the competition will apparently be open.

American pilots interested in attending the Eastern meet should contact Barry Jeffery, Box 22, Cardinal Heights, Ontario. Requests for information on the Western meet should be addressed to the Regina Gliding and Soaring Club, P. O. Box 488, Regina, Saskatchewan.

At this point it appears that the main interest will center around the meet being held out on those broad Saskatchewan plains. Given favorable weather conditions it's expected that several of the Canadian records will take a beating due to the excellent thermal conditions found in Saskatchewan. At least two of the country's top performance machines are passing up the Eastern meet and trekking 2,000 miles westward to join the Fauvel AV-36's and other Western sailplanes.