

(The opinions expressed under this heading are those of the writers, and are not, necessarily, the opinions of The Soaring Society of America, Inc., or of the Editor.)

## Schoenau, Germany

"After my return to Germany, I wish to say something (after all, I'm an SSA member).

"Above all, I want to say thanks very much for the hospitality I learned in the U.S.A., which makes you feel quite at home right away, in a family as well as with soaring people. Personal thanks to Paul Schweizer, Elmira; Ray Jackson, Detroit; and Marvin L. Hicks, Denver, where I had my first two flights in the U.S. I hope not the last ones.

"About SOARING I think it is one of the best, if not *the* best publication on this subject, particularly considering the fact of relatively little soaring activity in the U.S. compared to European countries.

"May I say some words about government help (Spiraling, Roger and Out, I guess). Well, you may need more, we have too much here somehow. What I mean, briefly: Better a few real enthusiasts to whom soaring means a lot of sacrifice than thousands and too much bureaucracy. I know, that's not an economical thought in the first place and said regardless of the tremendous difference of the mentality between our countries. Probably you won't have such problems anyway. So forget about it.

"During my stay in the U.S.A. I learned again that all real sportsmen, especially soaring folks, are basically one big family. You know what I mean! First thought of an enthusiast: Let's do something about it! What I would like to do: Are there any SSA members, SOARING readers, etc. around here to get in touch with? Anyone interested in what's going on in this country or Europe, need for technical data, exchange of special experience, translations, etc.? I want to keep up my membership in the SSA not only by reading SOARING besides the selfish thought to soar in the U.S. again one of these days."

Hans W. Linde  
Bertesgaden

## Fairchild, AFB, Washington

"I have accomplished a fair amount of promotional work out here in the past year, hope it will produce some results this summer. I opened the soaring season here in Spokane last Sunday with a 2-hour flight to 8,500 feet on thermals. Surface temp. was 37° F. We have an informal regional meet scheduled for June 20 through 25: it will be an 'all cross country' meet. It is set up chiefly for people to obtain Gold 'C' legs. It should attract 20 sailplanes, a number of which will be Canadian. It will be held in Wenatchee, Washington, around 150 miles from here. I have arranged newspaper publicity here in Spokane which will help."

Capt. Edward H. Butts  
B-36 Mobile Training Det.

## London, England

"During my Xmas holidays in New Zealand I was fortunate enough to be staying with my cousin who owns a sheep-station in the South Island in the lee of the Southern Alps, and was so able to fly again in my old Weihe which I sold to Dick Georgeon when I myself moved on to my present Sky. The conditions there proved to be quite fantastic, with wave clouds at all heights on most days, even in mid-summer. On one of the few days with none, I climbed to 30,000 ft. absolute and 28,200 ft. gain, over Mount Cook itself, and was brought down not because this was the top of the wave but because in the absence of cloud or even much wind at take-off, I had not dressed for anything but a winch circuit in a temperature in the nineties. So when the perspex of my cockpit cover started to creak with loud splintering noises, I thought it wise to go home, missing the World gain-of-height record by 3,000 feet odd. And this on a poor day for waves!

"Now we have found the Commonwealth can produce waves as big as, or even bigger than, those of our California cousins, when may we expect to hear of a Canadian equivalent! Surely to the lee of your Rockies there must be quite formidable wave conditions at times?"

Philip Wills  
Epworth House  
25 City Road

## Olathe, Kansas

"Things have happened rather quickly since I arrived in Kansas. Some time in May I am to leave for England to serve for a year as resident engineer for Westinghouse at Rolls-Royce in Derby. It is an interesting prospect from professional and educational viewpoints. While there I would like very much to be able to continue my soaring. . . .

"The trip to England comes just as I am finishing some modifications to the TG-2, mainly a new canopy of a much cleaner design. I have had the facilities of our flight test shops made available to me including the help of the foreman who is very eager to start soaring. At the present the fuselage is in a chicken house and the wings in a garage with two separate groups of flight test engineers and shop personnel working to speed the first flight. . . . With things going so well I hate to leave just as it is getting started."

Al Schmid  
Westinghouse Flight Test  
Building 56  
NAS

## New Orleans, La.

"Are you going to publish any data on forthcoming localized meets, dates, place, etc.? . . .

"Any comments on my previous letter about more money to get a monthly magazine? The January-February 1955 issue is the best yet."

Don E. Howard

(Editor's note: See Soaring Calendar. Your second question can be answered only by the Directorate of the Soaring Society of America, Inc.)

# ASSOCIATE EDITORS

In order that SOARING can better serve the Soaring Society membership, and in order that many worthwhile activities of Society members can have prompt and timely publication, Associate Editors of SOARING have been appointed in the leading and most active gliding and soaring areas of the U. S. These Associate Editors are:

Eugene S. Bardwell, Elmira, New York

Bob Bauer, Toledo, Ohio

Peter M. Bowers, Seattle, Washington

Bob Christman, Dayton, Ohio

Francis B. Compton, Miami, Florida

Alex Dawydoff, New York, New York

Lloyd M. Licher, Los Angeles, California

Ted Nelson, San Leandro, California

Art Schultz, Western Springs, Illinois

Eugart Yerian, Memphis, Tennessee

The Associate Editors will not only urge members to make creditable reports, with suitable pictures of activities, but will also assist in doing so. They will attempt to see that nothing of news value in their area is neglected, and will see that items are sent before the established deadlines.

(Associate Editors are also requested to keep the local newspapers informed of important activities in their respective area.)

Their work will not preclude your sending material direct. Members should continue to send articles, news briefs, pictures, etc., directly to 3106 Fairmount, Dallas, or through the Associate Editor of their area as the member sees fit.

Editing and preparation of material for the typographer, proofreading and re-proofreading, composition of the pages, writing headings, sub-headings, titles, photo credits, checking and re-checking final proofs, printing, folding, stitching, and mailing, all requires not less than 15 days, therefore—deadlines for principle articles, if the issue is to be in the mail by the first of the month, as we always hope it can, is the 10th of the month prior to the date of the issue.

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