

Important Notice! Airworthiness Certificates

Quoted is Aviations's Safety Release No. 107 dated 31 June 1956 covering the Exchange of Airworthiness Certificates, Form ACA-1362:

After July 17, 1956, all Airworthiness Certificates, ACA-1362, except experimental certificates will be issued without an expiration date. In lieu of the expiration date, such certificates will be of indefinite duration, subject to compliance with maintenance requirements of CAR 43 revision effective on that date.

Owners of aircraft *are encouraged* to exchange unexpired certificates for certificates of indefinite duration. Failure to exchange unexpired certificates will necessitate making application for original airworthiness certification in accordance with CAR 1.

After July 17, 1956, the unexpired airworthiness certificates may be exchanged at any Aviation Safety District Office for a certificate of indefinite duration. If the aircraft is not operated, the unexpired certificates may be exchanged at any Aviation Safety District Office, and a certificate of indefinite duration will be returned to the sender by mail.

In the event an unexpired airworthiness certificate has been destroyed or misplaced, it will be possible to obtain an airworthiness certificate of indefinite duration by presenting adequate logbook records for the aircraft to the Aviation Safety District Office having jurisdiction over the district where the last annual inspection of the aircraft was conducted."

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DIANA and DAEDALUS

by WILLIAM T. ROYCE

Conclusion

At this point, Bill knew that he could put into effect his master plan. He could hardly wait to call Betty on the radio and tell her. The corners of his eyes wrinkled in a smile as he thought of her surprise. The next few minutes dragged as his anxiety to tell Betty increased.

At 1410 Bill called and Betty answered. She had just passed through Holtville. Although they had agreed to keep their radio transmissions to a minimum, Betty could not help saying, "Oh Bill, isn't it wonderful? You will make your goal to Yuma, won't you?"

The seriousness in Bill's voice, as he answered, alerted Betty.

"Yes," he said, "but brace yourself. Here comes my master plan. In the glove compartment you will find another chart. On it are the continuations of our routes through to Tucson. I am going after the \$1000 prize offered by Tucson. Wish me luck."

Hardly realizing it, Betty wished him good luck and went off the air. For almost a minute she failed to comprehend the full import of Bill's decision. Vaguely she remembered hearing that various Chambers of Commerce had offered goal prizes to the first glider to fly during the contest from Elsinore to their city. The Tucson prize was the biggest offer and the goal was considered almost impossible. Longer distances than the 405 miles from Elsinore to Tucson had been flown in gliders, but not as a direct goal nor against such terrain hazards. Even if Bill made Tucson it would not be credited as an official goal flight because on his take off card he had written Yuma as his goal. Betty wondered, "Did he? Or did he really write Tucson on his card?" Without remembering that Bill's radio would be turned off, Betty raised her mike and called, "KNC7 calling 34 Kilo. Over." Bill had been so concerned with telling his plan to Betty that he had forgotten to turn his radio off and her voice coming through unexpectedly scared him. He answered and then was amused as Betty's question came over

the air. He explained that he had declared Yuma as his goal because even this had seemed ambitious. He remarked that if he made Tucson he wouldn't care about not having declared it as a goal because his barograph record was all that was required to collect the prize money. Reminding Betty that Tucson was still figuratively a million miles away, Bill signed off.

Fourteen-thirty found two gliders inching their way up the slopes of San Jacinto Mt. Bob Howard had left the air over Elsinore only a few minutes before Frank Elder. By the time Bob reached the Perris Valley, Frank had caught up with him. Together from thermal to thermal the two had "tip-toed" their way toward San Jacinto. The green alfalfa and highly irrigated citrus areas of the valley were not conducive to strong thermal conditions, so their progress to the mountains had been slow. Now, however, they were flying close to the upper peaks working a combination of weak thermal and ridge lift.

Anne Howard and Peter Allerton had leisurely driven past Railroad Canyon Reservoir, across through Hemet and San Jacinto, and along the base of the mountains to Jack Rabbit Trail. Bob had given them instructions over the radio keeping them only about ten miles ahead of him most of the way. Sensing how much Peter was enjoying the radio, Bob made frequent transmissions. In contrast, Frank Elder ordered his crew directly to the Jack Rabbit Trail junction and told them to wait there for his next transmission. Thus it was that as Anne and Peter turned into Jack Rabbit Canyon, Frank's crew were already there waiting. Although neither Anne nor Peter had formally met the two college boys who were crewing for Frank, they knew them by sight and circumstance. Stopping, they introduced themselves and waited for further transmissions. Frank came on the air first and instructed his crew to continue on through Beaumont and Banning and out into the desert toward Blythe. He said he would contact them once he had worked his way around or over the

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