

# West Words

by LLOYD M. LICHER



World Soaring Champion Paul MacCready showed his slides of the International Competition at the October SCSA meeting as promised and supplemented them with more interesting commentary on the events pictured. Then at the November meeting Bill Ivans was guest of honor, showing the slides he took and giving his observations on the contest. Sterling Starr was also present to describe his crewing efforts for Bill in France. Sterling added an announcement that the AGCSC would again be conducting a Torrey Pines Meet on the last weekend in February, 1957. Evidently the takeoff strip has not yet been converted into a golf course fairway.

The SCSA Board of Directors held a very decisive meeting in November. After a lengthy discussion it was finally decided to submit a bid for the 1957 Nationals at Elsinore. This support is in contrast to the contest held at that site in 1954 which was sponsored by a group of Elsinore business people; SCSA people in general were apathetic toward the previous effort but finally pitched in as individuals to help make it a success. Now it is SCSA submitting the bid with the support of all other California soaring organizations plus the Elsinore people and the Riverside County Aeronautics Board headed by General Joseph Marriott. There can be no doubt that a strong feeling of optimism and confidence in the ability of SCSA to do a worthwhile job if given the opportunity is now present in the membership.

Another feature of the above Board meeting was the discussion held with some insurance representatives who were in attendance. They proposed issuing a master insurance policy in the name of SCSA from which individual certificates could be written for any member so desiring, in any amount he desired, for public liability and property damage, ground and air hull and pilot coverage. The overhead saved in not having to write individual policies would make appreciable

savings in premiums. At present a survey is being made to determine statistics upon which to base the premiums and terms of the policy so a rough draft can be made. If it works out as intended it could well set a pattern and precedent for all glider groups in the country. Final details will be published when known.

A new Civil Air Regulations Part 20 covering pilot certificates is now in optional use and will become fully effective on March 1, 1957. Every present and potential glider pilot or power pilot desiring glider ratings should make himself familiar with the content. Comments and suggested revisions should be directed to Bob Kidder, Chairman of the SSA Technical Committee. SCSA has already done so with emphasis on lowering the experience requirements for additional category ratings.

As long as everyone will be writing to Kidder on C.A.R. Part 20, how about giving him your opinions on the desirability of C.A.B. writing a set of separate rules defining an instrument rating for glider pilots? We really ought to try and legalize the cloud soaring that is being done.

Aspirants to designing and building their own ships should be heartened to know that John Graves is actively pursuing coordinated work with CAA to revise and have accepted the old proposed Civil Aeronautics Manual 5 covering Glider Airworthiness. John is Chairman of the SSA Airworthiness Sub-committee. Work on his 1-26 kit is progressing slowly but surely with an estimated fly date of September, 1957.

Some recent transfers of ships make for interesting speculation. Two-place National Champion Harold Hutchinson talked Ed Minghelli out of his Prue 215. Hutch plans to put a little more wing area on it so the open boys better watch out. Paul Bikle sold his 1-23 to Duke Mancuso of San Diego. Nobody knows yet what Paul's next ship will be. Ray Parker is renewing construction on an all wood

design he started at Mississippi. It will have a 50 foot span and feature a tee tail. Another 1-26 made its first flight on December 1st when Bob Moan of Santa Ana let Bob Schnelker make the test flight on the results of his labors for many months past. It flew like all the others—real nice.

On a recent Sunday driving trip Jack Wolfe's shop was on the itinerary. It is a small quonset type structure very close to where Jack is employed in Costa Mesa, near his Newport Beach home. It is there that the first twelve Briegleb BG-12 kits are taking shape on a heavy part time basis. Wing center sections were current with completion of everything but the fuselages scheduled by January 15th at which time they will be started. Inquiries on the ship have been received from literally all over the world so that future production would seem assured.

Elsinore was next on the trip, coming in from the highway over the coast range just as the shadows in the valley were lengthening. A light NE wind was producing slope lift on the 2000 foot high ridge, and numerous flights were sent up for sunset hops. The Cherokee II was there for any qualified pilot to fly. So far it has forty of the fifty hours needed before it can set out on unlimited cross-country flights. A tour through the hangar to examine ships there led to the new lunch and rest rooms facilities which were inspected and approved. Other improvements at Elsinore will be in the form of TSA type tee hangars. Material for them has been purchased and they will be prefabricated at Glide-Aero.

While visiting at Elsinore, some incorporation and club formation information was passed on to Art Rowland who has started a new glider club. It is to be called the Skylark Soaring Club, Inc. and they have purchased the L-K "Green Demon" from Sterling Starr.

Flying activity at Elsinore has been greatly bolstered by a series of contests to be held on one particular weekend each month. The first was on Nov. 17th and 18th and was won by Jack Lambie flying Bruce Carmichael's 1-26, with Bob Schnelker second in a 1-26 and Duke Mancuso third in the 1-23. The task was best time for five round trips of a four mile straight course—forty miles total, same task both days, a pilot's best flight for the two days determined his score for that weekend. No one completed this first weekend's

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