

# West Words

by LLOYD M. LICHER



Spring brings with it a quickening of soaring activity and plans for a full summer season. Early on the calendar of events is the seventh annual Northern California soaring contest scheduled for the two weekends of April 27th and 28th and May 4th and 5th. The site will be Ted Nelson's Hummingbird Haven at Livermore, California, home of the Northern California Soaring Association, hosts for the contest. Most of the ship owners from nearby Sacramento are expected to attend as well as a few from the Los Angeles area some 400 miles to the south. A full report should appear in the next issue of *Soaring*.

The Arizona Soaring Association's Spring Contest will be conducted over every weekend in May at their new site of operations, Rittenhouse Auxiliary airport near Phoenix. The ASA is a very active and growing group of enthusiasts. They should go far under the able leadership of their president, Joe Lincoln. He certainly sets a fine example for others to follow.

Next on the western schedule is the Third Northwest International Soaring Contest at Fancher Field, Wenatchee, Washington, during the week of June 30th through July 6th. This is in conflict with the National Contest, but the area is so remote that few, if any, of their people would be planning to go to Elmira. The Seattle Glider Council will be hosts. The story of it will appear in the September-October issue of *Soaring*.

Finally the SCSA is sponsoring the 1957 "West Coast" Soaring Contest as a week-long affair at El Mirage from August 25th through September 1st. It is expected to draw all the enthusiasts from San Diego, Arizona and Northern California who have not used up their vacations on the Nationals.

One of the most progressive pieces of news to come out of the West in some time is the new master insurance policy that SCSA has obtained from a Lloyds of London representa-

tive through a local agent. Mrs. Margery C. Cosgrove is now the agent of record for SCSA and will handle all insurance under the SCSA master policy. It was through her efforts that the necessary statistics were gathered from 100 of the 150 ship owners in Southern California from which were evolved the new low premium rates. Some of these are: for privately owned gliders (under 3 owners); \$250,000.00 single limit liability for \$35.00, \$74.00 with passenger coverage; club or commercial \$57.00 and \$107.00, respectively. Slightly less for \$100,000.00 coverage. Ground hull insurance (\$50.00 deductible) is 2% of the value placed on the glider. For ground and flight hull, private is 6%, club or commercial 7% (\$50.00 deductible on ground, 5% deductible in flight.) Pilot insurance for death and dismemberment is \$35.00 for \$10,000.00 (minimum) for certificated pilots, \$50.00 for students. Medical reimbursement of \$500.00 per accident is \$5.00 with D and D. Under this system SCSA is not responsible for any member's premiums and receives a no claims bonus of 10% of the difference between losses and 70% of all premiums paid. The insurance is available only to active SCSA members and SCSA affiliated clubs. It is written on certificates off the master policy to each individual or club who can take any type of coverage they choose. Work is now underway to have a similar master policy issued to SSA so that all active SSA members could obtain the same rates from the agent of record. Procurement and renewal of such insurance would always be through the same agent, but claims would be made and paid through the insured's nearest Lloyds of London representative.

The March SCSA meeting was highlighted by the presence of the SSA Directors who were holding their Mid-Winter meeting in Los Angeles at the time. SSA President Floyd Sweet gave a comprehensive appraisal

of the present state of affairs and told what would be necessary for growth of the sport on a national scale. Next day the Board took the first step toward consolidation and expansion by hiring a full time Executive Secretary and deciding that SSA's office should be moved to Los Angeles, along with the publication of *Soaring* magazine. The presence of this work on the West Coast should give some of the more productive hands there a chance to aid the National cause more directly.

Another new club has appeared on the scene in the form of the Santa Barbara Soaring Club, now incorporating. It is led by Bob Carlson and Graham Thomson who were both very active in the Los Angeles area before moving there last year. They have purchased a TG-2 from Bob Heideman and begun operation at the Santa Ynez airport, just over the coast range in a valley similar to Elsinore with good soaring prospects. Santa Barbara is approximately 80 miles up the coast from Los Angeles.

The annual Los Angeles Hobby Show in April had an attractive booth in the name of SSA and SCSA. Frank Kerns handled most of it and had his Jenny-Mae there as the main attraction. The wing center section was installed and the aft fuselage raised to a 30 degree angle. The outer wing panels on tables were at right angles to the center section, and their laminar flow leading edges completed the crowd retaining barrier. John Graves' 1-26 kit was against the back wall. A clever movie projection box of Stan Hall's allowed his excellent 8 mm movie to be shown at regular intervals with a tape-recorded commentary. Featured on the film, of course, was Stan's Cherokee II in construction stages, during test flights in February and at the Torrey Pines Contest.

Frank Kerns has become an official dealer for Schweizer Aircraft Corporation and Glide-Aero can expect to take on more of the eastern sailplane flavor.

Jim Klein has now left this area, but before leaving he set us all to drooling over the prospects of the Skylark III which he has ordered from England. It should have been delivered by now to Jim's new home in Denver where he will no doubt have excellent soaring conditions to fly it in.

The great rush for glider ratings before the initial effective date of

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