

SSA's 1-21 SOLD

As announced in the July-August issue of *SOARING*, the Schweizer 1-21 which Dave Stacey had so generously donated to the Society was sold on a bid basis on September 30, 1957. The purchaser is an active SSA Member who prefers to remain anonymous in this announcement. Since any SSA Member has a right to know the sale price and identity of the purchaser, this information will be provided to those who inquire. The first appearance of the ship with its new owner at one of the main soaring sites will be public announcement of his identity.

This might be an appropriate place to correct a statement made in the July-August issue — that during the 1947 Nationals a 1-21 was the first sailplane to exceed 300 miles in the U.S. Actually, another Schweizer product was the first, on September 8, 1946. On that date Dick Johnson set the still-standing U.S. National two-place distance record in a TG-2 with Bob Sparling as passenger. The distance was 309.678 miles, from Prescott, Arizona, to near Governador, New Mexico.

FAI AWARDS

All applications for the FAI Soaring Awards should now be mailed to SSA, Box 66071, Los Angeles 66, Calif. A large number of new application forms have been prepared which include the new mailing address and current rules. They will be distributed to all Governors, clubs and operators and be available from the main office. In order to insure consistency in the information presented on the applications it is requested that all previous editions of the form be discarded and only the new ones be used for future applications.

Application for any flight which qualifies for one or more legs of the badges above the C should be made as soon as possible after the flight is completed. If they are saved until all legs for one badge are accomplished and then submitted, it may be found that the earlier flight did not qualify in some respect and cause unnecessary disappointment. Single legs submitted are approved or disapproved with acknowledgment when received and kept in a pending file. In each future issue of *SOARING* a portion of the pending file will be listed for people to check and see if what they have on file is correct. The Diamond legs will appear in the

INTERESTING GLIDERS

by PETER M. BOWERS



Since the primary glider is a real museum piece in this country (*SOARING*, March-April, 1957), many will be surprised at the extent to which it is used in other countries. Activities in Germany and Japan have been well publicized by a steady flow of pictures showing enthusiastic students manhandling primaries. Most of the publicity concerning British gliders has been confined to the higher-performance types, and none of the "Directory" issues of the British aviation magazines or the renowned "Jane's All The World's Aircraft" have listed primaries in the postwar years.

However, the primary is very much in the picture for the British equivalent of our ROTC training, and the ships are not prewar clunks that someone resurrected, either. The Slingsby T.35 illustrated here is relatively new production equipment,

with a military serial number issued around 1953, which places it right up there with the Vulcan Jet bomber and the Supersonic Jet fighters. In spite of the advances made in primary design in Japan, where the wing wires have largely been replaced by struts, the Slingsby is built along the old classic lines, with wires all over.

The photo shows a very unique use to which the T.35 is put—the ship is suspended at the center of gravity on a tripod, faced into the wind, and the student gets his first experience in the use of the controls on this "Outdoor Tunnel" setup. Specifications of the T.35 cannot be found in the standard references immediately available, but the model is presented in this column mainly to show the unique use to which it has been put.

November-December issue and the Gold legs in the January-February issue.

It is planned to have a feature article in the November-December issue giving the exact wording of the FAI Code which covers the award of Gliding Badges, together with official interpretations of them and accepted procedures for implementing them. Reprints will be available for later distribution.

Although all Silver C's and above will only be issued from the main office, certain SSA Official Observers will be allowed to issue C pins in the field, based on their recent activity as Observers for C's. Number assignment for all C's will be from the main office.

REQUEST FOR INFORMATION

The office of the Executive Secretary has prepared a number of mimeographed lists and forms to answer the many inquiries it receives. The

initial editions of these items include only information that is known to be correct. They are therefore not as complete as desired and cannot be made so until questionable items are confirmed or unknown ones brought to our attention. Samples of these lists will shortly be sent to all Governors, Directors, clubs and operators. Everyone is requested to look them over and send in their corrections and additions. Some of the items are: Clubs and Governors (for each SSA region); availability of Plans, Kits, Partially Completed and Ready-to-fly Gliders and Sailplanes; List of U.S. Glider Schools and Commercial Glider Operators; and Availability of Books on Gliding and Soaring. Many others are planned for compilation as time permits. It would be a great help if people who had information they thought would be desirable to include on SSA prepared material forms would send it in at their earliest convenience.