

Letters

Canadian News

Dear Mr. Licher:

Soaring at the Brantford base of the Southern Ontario Soaring Assn. has been only fair weatherwise this year. However, I had the wonderful experience of struggling out of Brantford, moving down the peninsula and crossing the tip of Lake Erie south of Buffalo in weak conditions to reach the better conditions in New York State. Thermal strengths continually increased and cloud base rose to 8500 ASL so that the remainder of the goal flight to Scranton, Pa., was easily made. This 260 mile goal flight was made June 14th just before leaving for the Canadian Nationals at Regina, Saskatchewan. As far as I recall this flight was made in the best conditions encountered during seven years of cross-country flying out of an Ontario base.

Perhaps other Eastern pilots completed interesting flights the same day. Have any been reported to you?

This was my year for goal flights it seems. The day after the Canadian Nationals ended, July 11th to be exact, the 1-23 standard carried me to a new Canadian distance and goal record of 324 miles from Regina, Saskatchewan, to the small airport at Carrington, No. Dakota. The trip was accomplished in 6:20 hours with the aid of 550 to 650 fpm thermals, a 10 to 15 mph tailwind, and a fabulous cloud street 51 miles long, on course, which was traversed at an average speed of 73 mph without circling and with no net loss of height. Cirrus building cut off the sun's heat so that when the final glide was started at 4:45 PM the issue was in doubt. However, arrival at the goal in the "ideal" manner: i.e., with 300 feet of altitude, brought a happy sigh of relief. Now Texas has a Canadian rival.

Surely on the better days with a 30 plus sailplane someone will take off in Western Canada and establish a World goal flight record, perhaps even a World distance record.

People in your area might be interested to know that Canada's first BG-12A, built by Bill Adams, George Grosse and Bill Rice, began flying with S.O.S.A. out of Brantford late in June. Test flights to date are encouraging but the boys are proceeding cautiously. Landing patterns have caused most difficulties to date and minor trim adjustments must be made. The second Canadian built BG-12A will probably be flying in Regina by year end.

C. M. YEATES

9 Applefield Dr., Scarborough, Ont.

Cherokee Sale Explained

Dear Mr. Licher:

Would you please publish an explanation in SOARING magazine in regard to the sailplane which I sold. I have had several inquiries as to the reasons why I sold the ship.

First of all, I just couldn't get out to El Mirage often enough to fly the Cherokee. It seemed that someone should be getting more hours chalked up in the ship than I was able to. I sold the Cherokee to George Asdel of Sunnyvale. There are three in his family who fly so the hours will be piling up on the ship now.

I have been wanting to build a power

plane for some time. I hope to get started on this project in the near future. But in the meantime I am helping Laddie Klindera complete his sailplane - another Cherokee.

Perhaps these facts will be of help to those who have been wondering about the Cherokee. Thank you.

RALPH THENHAUS
6536 Colbath Ave., Van Nuys, Calif.

New Model

To SSA:

Announcing the arrival of our new daughter, Mary Lou, on July 29, 1959. Data: empty weight, 6 lb., 3 oz.; span, 19½ inches; skin, pink and white, very smooth; finish, blonde.

There is reason to believe we have a third generation sailplane pilot in our midst!

DAVID L. AND

JEAN (ARNOLD) HARRISON
1126 Murray, San Luis Obispo, Calif.

Another 14 Year Old Solos

Dear Pete:

After reading the account of Dick Pye in the August issue of SOARING I am sure you will be interested in the enclosed clipping about another young fellow, our 14 year old son Jerry, who also soloed a TG-3A.

Jerry ties Dick's weight, stayed aloft 16 minutes and gained 250 feet after release on his first solo flight. On his third flight he earned his C badge by staying aloft 50 minutes and gaining 1,650 feet.

Of course his father, Harry, is not one bit proud!!

Congratulations on your new job with SOARING. The publication is becoming more interesting with each issue.

FRANCES HIGGINS

2513 Glen Oaks Circle, Wichita 16, Kansas

Enthusiasm

Gentlemen:

Having been interested in flying since I was a small boy and been flying power planes since the autumn of 1926, I am very, very happy to be a new member of an organization like the SSA.

I recently started flying sailplanes with Les Arnold at the Fremont, Calif., airport and am up this week for my commercial check ride.

I realize there is a lot left for me to learn about flying and think soaring is "TOPS" in more ways than one. If there is a bottom in my heart, that's where these words came from. It's wonderful.

JOSEPH N. MCGEE

149 Viewmont Ave., San Jose 27, Calif.

More on the Small s

Dear Lloyd:

I keep noticing a simmering tempest in a teapot in the "Letters" section of SOARING regarding the layout of the new cover. I'd like at this time to chip in my two-cents' worth.

First, I'd like to commend you and the Publications Committee for coming up with the best-looking cover since the magazine has been published. The large space provided for a photo allows selection of better and more "arty" — if you will — photos.

As for the lower-case "s" on the magazine's flag, I cannot get too excited over the arguments of the purists who have griped about the alleged "typographical error." As a layout man and copy writer

for one of the largest printing plants in Dallas, I can state with some degree of authority that grammar and capitalization rules need not always jibe with typography. Just clap an eyeball on some of the magazine ads cooked up on Madison Avenue; you can't find a single capital letter on many of them. The flannel-suiters on Madison Avenue can goof too, and often do, for downstyling can also be overdone. In the case of SOARING, however, the whole effect is one of modernity, eye-appeal and just plain old good layout.

I'm sure that the critics of the lower-case "s" are the type that capitalize 'abstractions such as Faith, Hope and Charity, a Victorian practice that went out with the celluloid collar.

At some slight risk of meddling in your affairs, I urge you not to let the Upstylers intimidate you into capitalizing SOARING; the Bodoni bold italics look great to me just as they are, with no tampering to placate readers who were frightened by their English teachers.

TERRY WHITE

Rte. 1, Box 1200, Cedar Hill, Tex.

NECROLOGY

J. SHELLY CHARLES

The soaring world mourns the death of J. Shelly Charles who died of a heart attack on August 22nd in Atlanta, Georgia. A heart condition had forced his retirement from flying in 1957 after serving as an Eastern Airlines Captain for 27 years.

Active in soaring for many years, Shelly held a Gold C badge, U.S. number 14. He was the second person in the U.S. (fourth in the world) to earn all three diamonds — the altitude leg with his Minimoo in a thunderstorm over Atlanta to 23,000 feet and the distance leg (350 miles) with a Weihe from Odessa, Texas, in 1951.

ROBERT A. SCHNELKER

Bob Schnelker of Torrance, Calif., lost his life on August 2nd in an unfortunate accident after soaring 200 miles on an attempt for his Diamond C distance leg. If completed, it would have been the third diamond on his Gold C badge.

A bachelor employed as an engineer, Bob had been quite active in Southern California soaring during recent years. His loss will be keenly felt.

RONALD D. OLDERSHAW

Ronald, 15-year-old son of Vernon Oldershaw of Bakersfield, Calif., met an untimely death on August 9th while attempting to avoid an obstruction after recovering from a low altitude inadvertent spin in a sailplane.

NOTE: These two accidents will be reviewed in more detail in a future SOARING.