

Letters

Mrs. Hirth Writes

Gentlemen:

My husband who really had dedicated most of his life to the development of motorless flight and whose life was ended by a heart attack while flying his own sailplane almost above his glider factory always had a deep sympathy and love for your country.

I am so glad that he was able to make a visit to the USA about a year ago meeting so many friends and finding such a hearty welcome. He often had told me enthusiastically about that wonderful trip.



A recent portrait of the late Wolf Hirth.

Therefore I want to thank your Society and all its members for the friendship and assistance you had bestowed upon Wolf during his different visits. I also want to thank you for the wreath you had sent to the funeral as a sign of your affection for Wolf and as a sign of your acknowledgement for his achievements.

My best wishes for a happy new year to all the good friends of my late husband and hereby also my friends.

CLARA HIRTH

Albuquerque Activity

Gentlemen:

After a long absence soaring has returned to Albuquerque. It looks like there will be at least two sailplanes using some of the soaring potential this area offers, very soon. Last fall a group of pilots stationed at Kirtland Air Force Base purchased a Schweizer 1-26 kit and from all indications it should be flying before too long. The other sailplane (?) is a Schweizer 2-22C recently delivered to Motorsport, Inc., our Schweizer Dealer for this area. Since there is no soaring club organized here as yet, there is hardly a market for the new 2-22C. Bob Davis, the man behind Motorsport, plans to operate his new 150 Super Cub towplane and the 2-22C on a semi-commercial basis until enough interest is generated to form a self-supporting club. Mr. Davis and Motorsport certainly deserve

a big vote of thanks for going all out to get the soaring movement going again here in Albuquerque.

In anticipation of interested questions and to help us get a club started, we would like to order some "Get into Soaring" posters and "Soaring in America" booklets. Also please send the normal number of copies a club usually gets of Items 4, 6, 8, 10, 28, 24, 36 and 30. All this should be a big help in getting things started.

Here is looking forward to an SSA chapter here in Albuquerque.

1ST. LT. ROBERT A. MAIDEN, USAF
4926th Test Sq., A. F. Special Weapons Center, Kirtland AFB, N.M.

P. S. If any of you while at the Internationals see Max Beck or any of my other friends from the Hornberg Soaring School please say hello for me. Have a good time in Europe!

Philosophy Amended

Dear Lloyd:

The Cherokee II flying tribe now numbers 10, with Vern Brown of Ceduna, South Australia, being the latest. If things go as expected we should have 6 or 8 more flying by early spring. Have sold 156 sets of plans thus far due largely, I am convinced, to the ads in SOARING and the very fine editorial support the machine has received. Also, it occurs to me that the flying and safety record the sailplane is developing hasn't hurt sales any.

Was delighted to read Jim Meckoll's quote of Charlie Webber's philosophy in the December SOARING, to wit: "... the easiest way to get a sailplane is to take several years' worth of a night job in a service station and save the paychecks." At least 156 Cherokee II builders are expecting me to amend this philosophy a little, so I will. Here it is: "The easiest way to get a sailplane is to spend the spare time of a few months and build one of Stan Hall's little Cherokee II's."

STAN HALL

1530 Belleville Way, Sunnyvale, Calif.

What Is It?

Dear Lloyd:

I recently purchased what was supposedly a Briegleb BG-7 sailplane. Upon comparing it with a known BG-7 I found out the fuselage looked quite different, and in fact was not a BG-7 fuselage at all. Since then I have been trying to find out who built the ship or what type it actually is.



As you can see the main difference is it has four longerons instead of three like the BG-7 and the wing roots are spread apart instead of coming together on the inverted Vee platform of the BG-7.

Perhaps some of your readers might recognize it from the photo. If so, I would greatly appreciate hearing from them. Thank you.

JOHN W. LAMB

106 Nadeau, Ridgecrest, Calif.

Greetings

Dear Lloyd:

After studying my Pilot Technique, the old man improved considerably.



Happy Soaring in 1960 from BEEBO, CIRRO-Q AND JOE LINCOLN*

* Standing in the Photograph

Wills to Bash it at Odessa

Dear Lloyd:

I have some news. It seems pretty certain now that next summer Philip Wills and I will team up at Houston and proceed to Odessa to have a "bash" (as he calls it) at the records. I will crew and provide moral support.

We are both getting pretty excited about this coming event and have spent the last couple of months working out details.

L. GALE ABELS

3091 Sixth St., Boulder, Colorado

The Light Again

Dear Mr. Licher:

My check for full membership is enclosed.

For many years I have tried to get into soaring on an active basis but never got more than a ride at any of the sailplane contests. However, I read Les Arnold's ad in SOARING last fall and planned my Christmas vacation away from the airport here so that I could spend three of the best days I've had at Hayward with the Arnolds. I now have my commercial glider pilot rating and hope to work up a club here at the Lakeview, Ore., airport where I have observed some wonderful soaring conditions in the past. After 21 years as a mechanic, pilot and instructor, I'm firmly convinced that all pilots should have some glider time. Also, it appears that starting in a glider would be very desirable. More commercial operations such as Les Arnold's should be encouraged. Have you ever thought of what a boost it would be if all power pilots were given a chance to glide? It begins to look like it may catch on. I feel like I have just soloed again. My six year old daughter was my first passenger. Wish I had time to write a full report on my experiences to date, all 18 flights. Ha!

MYRON H. BUSWELL

Box 691, Airport, Lakeview, Oregon

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