

be included in the ZIV-United Artists' production schedule.

As an interesting production note, the actual wreckage of the P-R that disintegrated when Larry Edgar encountered some rotor turbulence during an actual Mountain Wave Project will be seen in the film.

The necessary aerial footage and background shots for the show were obtained through the herculean efforts of several SSA members during the recent SCSA High and Wide Soaring Expedition. Len Canfield provided the Pratt Read, Doctor Harner Selvidge a Skycrafters radio, and Charles Moore flew the towplane. Jack Lambie did a superb job of flying the sailplane. I produced the Bishop portion of the show and also accept most of the blame for the original teleplay. There are a few outrageous breaches of soaring truths imposed upon the show by the director Bundy Marton who is best remembered for his excellent direction of the Chariot race during the current "Ben Hur" epic. Whenever I raised my weak voice in protest . . . "no Bundy . . . Barton must force the stick *back*, not forward, to make the ship spin . . . what will the soaring pilots say?" This was usually answered by, "look . . . in the chariot race there were a hundred impossible things that would never happen during a real chariot race . . . we haven't heard a single complaint from a chariot driver yet and the film has been out for over half a year now." So what can you do with a guy like this? Watch the show . . . I'm sure you will enjoy it.

WASHINGTON GLIDER OWNERS AND THE TAX PROBLEM

For many years, the glider owners of Washington State have enjoyed exemption from the state's aircraft excise tax and registration fee. For powered planes, this tax has been one percent of the assessed valuation and the registration has been two dollars. This happy situation came to



Photo: Rose Marie Licher

New sailplane on the southern California soaring scene is Bob Noble's original design pictured above on display during the recent Torrey Pines Meet. It features a three piece wing of 50 foot span, 30 inch chord and 104 square feet of wing area which, with a gross weight of 785 pounds, gives a wing loading of 7.5 lb./sq.ft. Airfoil is an NACA 64-418. Flaps span the entire center section and spoilers are mounted on the top and bottom of each wing. The stabilizer is adjustable for trim. Construction is all wood, covered with fiberglass. The nose is moulded fiberglass. Assembly time is only three minutes. Maximum glide ratio is estimated at between 35 and 40 to 1.

an end last year, when all glider owners received notices to drop down to the County Assessor's office and pay up. Many owners had been receiving tax notices for years, but these had been picked by machine-screening of all state aircraft by registration number, which did not distinguish between various aircraft by type. Those who knew the score merely mailed their cards back with the word GLIDER written on them and had no further trouble. Those who did not know convinced the local officials that their particular glider was worth so much, paid the tax, and that was that. When they did find out that they didn't have to pay, it was too late.

The state kept a "Blue Book" of all standard makes of aircraft, and merely had to look up a particular ship by make, model, and year to know what the tax was. The Gliders complicated the situation because none were in "The Book" and each owner had to prove his declared valuation. To simplify matters, the Seattle Glider Council made up a list of all the state-based gliders and came up with an average age and value figure. It then petitioned the Tax Commission, through the office of the State Director of Aeronautics, to establish a flat fee (which was right down at the minimum) for all

gliders regardless of age or cost. This proposal was accepted by the commission and instructions went out to the tax offices accordingly. A few owners paid their fee, which was set at five dollars, but this turned out to be one case where procrastination paid off. The state Attorney General's Office, in reviewing the matter, declared that the gliders should still be exempt from the tax and should pay only the two dollar registration fee. Another complication turned up in another State regulation which stated that no aircraft registration fee could be paid without paying the tax at the same time. So, since the gliders were ordered not to pay the tax, they couldn't pay the registration fee, and there the matter sits.

The matter still hasn't been settled at the end of January, 1960, when the year's tax is supposed to be paid. However, to protect the individual owners from the wandering State Patrolmen who hang red tags on aircraft that do not display a current tax decal, the State Aeronautics Director has sent a letter to the Seattle Glider Council explaining the situation. The Council will photostat the letter and send a copy to every owner in the state, instructing him to keep it in his ship to show to the inspectors when the occasion demands.