

# Letters

## Coincidence

Dear Lloyd:

The March issue of *Soaring* contains an interesting story, but in spirit rather than ink. The 14 year old boy shown on the Primary in the photograph on page 9 is the same fellow on the front cover, 26 years later, H. E. (Mickey) Jensen.

Mickeys' son Mike can be seen in the back seat. The picture on the Primary was taken with a box camera, taped to the wing with the shutter being tripped with a string, the string can be seen in the photograph.

DAVE BLANTON

1405 S. Oliver, Wichita, Kansas

## Letter on Letters

Dear Lloyd:

Re: March "Letters."

I for one do not wish to see the "Letters" space wasted on nonconstructive vitriolic chatter. CONSTRUCTIVE exchanges, yes, or better yet, constructive articles.

I believe we all owe a debt of gratitude to the tireless efforts of contributors of all types of interesting and constructive articles. We are most fortunate in having thought-stimulating articles such as have been submitted by our technically-inclined members; and we are fortunate indeed for the advancements created by men like Johnson, Schreder and many other "Doers."

Briefly, let's proceed "laminarily."

CONNIE MOELLER

825 Grassy Hill Rd., Orange, Conn.

## Instruction

Dear Lloyd:

Upon reading in *Soaring* that the SSA Board of Directors had voted to recommend to FAA that an instructor's certificate should be required for a person to instruct in sailplanes as opposed to the present system under which a person holding a commercial glider ticket may instruct, our club, the Orange County Soaring Assn., a Chapter of SSA, voted unanimously for the secretary to write to you and ask that our fears be passed on to the SSA Directors. We were not able to find the requirements for a glider instructor rating, so perhaps we are needlessly fearful. Those who possess power instructor ratings among our group were of the opinion that they

would not go through the time and expense of obtaining a similar rating for gliders if their only plans were to instruct club members at no cost to the member. Since a majority of the instruction in the sport of gliding is accomplished in this manner, a requirement such as proposed would effectively kill the growth of the sport. The experiences of those present indicated that a variety of abilities to instruct had been observed in rated instructors, and that the mere possession of the rating did not make a good instructor. Instead of asking for the restriction of the number of instructors, it was felt that a better function for the SSA would be to make available all possible aid to those who are instructing by means of manuals, demonstrations, check rides, etc. A further point was raised: what statistics does the Board of Directors have which indicates that a change in the rating procedures is necessary? Is there factual evidence indicating a need for change, or is the change being proposed because it sounds like a good idea? Those of us who are neophytes in this sport and who would like to see it match the growth of hoating are gravely concerned. Perhaps the Directors would present their reasoning in an article in *Soaring* and would solicit replies from the membership.

DON SLOTTEN

11761 Argyle Dr., Los Alamitos, Calif.

## Positive vs. Negative

Dear Lloyd:

The March 1960 issue of *Flying* has an article by Joe Greenbaum titled: "I learned about flying from that." It takes only four paragraphs to hand the Weather Bureau a gratuitous kick in the face . . . "prediction was in error in the best Weather Bureau tradition."

Joe didn't need to put out anybody's light to make his own shine better. I wonder why such things are done?

BARNEY WIGGIN

U.S. Weather Bureau, Buffalo, N.Y.

## Soaring Symbols

SUBJECT: *Soaring* magazine cover, little s to big S.

Gentlemen (SSA Directors):

To those of you who wish to do the graphic equivalent of flying primaries: Keep your big "S" in the pilot's seat and leave the typographical image to those who profess to understand something of graphic symbols.

DOUGLAS R. CLEMINSHAW

Hawley Av., at Lodi, Syracuse 3, N.Y.

## Numerous Comments

Dear Lloyd:

ON LETTERS: Schreder earns my vote on contest operations, but not on development being retarded by Standard Class. The state of the art can just as well be improved thru the practical and economical approach as well as the exotic. After all, there haven't been any phenomenal changes in ultimate performance for 20 years.

ON STANDARD CLASS: Prue hit you boys in management where it hurts, not foul either. Unfortunately the SSA isn't run for the masses, but neither is anything else. I find Standard Class pilots are mostly like Standard Class ships, short the extra bucks it takes to work at it and defend themselves.

ON GREENBAUM: Poor guy, he musta got carried away. Even our Creator didn't achieve the perfect human. Look at our bodies, and minds. Did you ever see one that wasn't modified? Appendectomy, tonsils, girdles and falsies — yes, even sans (*censored*). Forgive him! (Greenbaum, that is, you just don't criticize God.)

ON PEOPLE: Did you ever see a sailplane that discouraged people from soaring? Never! It's people that do that to people. Take a look at your group or better yourself, then check the guy or gal that works the hardest helping you or the others. "Friends" will do things to them that their enemies would be too ashamed to. Or maybe it's you doing it! So? You can quit if you don't like it. Some do. Me? Never! A good sailplane, a beautiful sky, and being nearer to God, somehow makes it all worthwhile.

*Soaring* is still fun, in spite of the (*censored*).

GEORGE E. CODER

1514 Tulip Dr., Arlington, Texas

## "Natural Philosophy"

Dear Mr. Licher:

I wish to applaud loudly the article "The Natural Philosophy of Soaring" by Jack H. Lambie in the May 1960 issue of *Soaring*. Sometimes an editor has a hard decision to depart from the usual technical articles and publish a piece that gets down to the real why of things. Sometimes a gifted communicator speaks, a Gill Robb Wilson, a St. Exupery, or a Bob Buck, and almost gets through even to groundlings. But communication is a stunt that never really comes off. At its best it is called great writing. Congratulations on a piece of great writing.

JOHN E. HANLEY

1718 E. 26th St., Brooklyn 29, N.Y.

Dear Lloyd:

Jack Lambie's article "The Natural Philosophy of Soaring" in the May '60 issue of *Soaring* is a classic for every soaring pilot to enjoy reading — and rereading.

Jack's article is timely and will help many of us to explain our soaring activities to ourselves and to our friends. Perhaps a suitable quotation by a William H. Sheldon, which I recently ran across, could be added to Jack's article.

He says: "Happiness is essentially a state of going somewhere: whole heartedly, one directionally, without regret or reservation."

Jack is well qualified to write on many phases of soaring. We hope that he will contribute more articles to *Soaring* soon.

L.A. "PETE" BONOTAUX

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