

high indeed in flying motorless aircraft and all that this involves.

A Few Conclusions

For modern soaring I believe this philosophical reinterpretation indicates several things. First, let's not burn up so much energy with shotgun attempts to attract new soaring devotees. I have seen, too many times, possible newcomers firmly convinced soaring people are crazy after being strapped into the back seat of some standard sailplane and being taken for a ride. We may appreciate circling tightly in a strong rough thermal, but the person who is unaware cannot conceive of a more uncomfortable, impossible thing to be doing. Many of us have let ourselves be talked into sampling the interest of some friend and had similar things happen to us. The theatre lover may take you to what he considers the ultimate theatre and you find yourself watching some obscurely motivated, dimly lighted, experimental play in a tiny theatre. The water skiing enthusiast may drag you at high speed around, over and through, the wakes of other boats because, to him, this is the most enjoyable and adventurous water skiing. You may wonder all the while, "What does this guy see in this ridiculous activity?," and rightly so, for you would have been unappreciative of the meanings this activity has for the other person. I am sure you see what I mean and can undoubtedly think of many similar experiences in a similar vein.

Soaring is becoming a mature sport. I feel the need is not now to popularize the sport, but to make it better for the participants. If a person truly loves flying and is of the type that will be able to educate himself to appreciate soaring, he will gravitate toward this activity over almost any obstacles. We might better work toward more satisfying and frequent contests and expeditions, more gatherings where soaring people can share experiences and hangar fly.

What shall we do about new members then? They are the life blood of soaring. Treat them warmly and offer all the help you can, but remember, they will not be able to appreciate any more of soaring than their particular level of experience enables them, so let's not drive them away by trying to cram it down their throats.

For ourselves I believe we should get the most experience possible from this fantastic sport by increasing our

own participation and understanding. Practice your flying skill and coordination. Learn the details of meteorology to appreciate the atmosphere with which we are dealing. Certainly more cross-country flights add to the sport. Make an effort to understand and appreciate the flying experiences of others and to share your own flights with others in the hangar flying and bull sessions that are becoming more popular in soaring. The aerodynamics and structures of sailplanes always add another dimension to soaring for those who have learned it, through designing or building sailplanes, or studied interest. Let's not feel guilty about our sport but come away from every flight — enriched.

WEST COAST CHAMPIONSHIPS MOVE NORTH

The annual West Coast Championship Soaring Contest, traditionally held in southern California, will be held this year at Wenatchee, Washington. Official SSA sanction for the contest, which will be combined with a Soaring Camp for those who do not wish to fly competitively, has been granted to the sponsoring organization, the Seattle Glider Council.

The dates of the Soaring Camp are Saturday, July 2, through Sunday, July 10th, and the contest will cover the five days of Monday, July 4th, through Friday, July 8th. The purpose behind the shorter period for the contest is to allow two days of weekend travel time on each side of the competition days so that pilots from the southwest can travel and compete in the full meet while taking only a week (actually four days because of the holiday) off from work.

In addition to first, second, and third place Championship trophies, there will be class and goal awards in the contest and additional special event awards for non-competitive flights.

The meet will be held at Fancher Field overlooking the Columbia river, site of Seattle Glider Council annual contests and Northwest International competitions dating back to 1952. Soaring conditions during the week-long meet, always held at the same time of year, have always been excellent. A complete Diamond C has been earned there, with the altitude leg made right over the field from a slope-soaring start. Gold C distance to Kellogg, Idaho, 194 miles downwind along a main highway, has become a local milk run and 1-26's

have made Gold C distance on triangles in the Columbia basin.

Southwest pilots have often expressed a desire to try this famous northwest site, and this meet is being specifically planned to encourage and accommodate them. Additional information about the contest, the area, and the living and recreational facilities will be presented in the next issue of *Soaring*.

STYROFOAM AND RESINS

"The Idea Corner" in the April *Soaring* suggested covering styrofoam variometer tanks with fiberglass and resin. John Scott Hamilton of North Little Rock, Ark., advises that polyester resins tend to dissolve and deform styrofoam whereas epoxy resins have no effect. Keep this in mind when considering the application of fiberglass to styrofoam.

QUOTABLE QUOTE

"It isn't the height that bothers me, it's the lack of it."

VERGER

TEAM FUNDS NEEDED

Fund raising plans are now under way to help defray the expenses of the U.S. team's participation in the 1960 World Soaring Championships, to be held in West Germany this June. Paul A. Schweizer, chairman of the SSA International Team Subcommittee is coordinating these activities. Individuals wishing to contribute should make their checks payable to "SSA International Fund" and send them to Box 66071, Los Angeles 66, Calif.

Contributions to SSA for this (or any other) purpose are deductible on Federal income tax returns.

Contributors since the previous listings are named below. Send your check today and be listed in a subsequent issue.

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