

## BRIEGLER BG-12 A SAILPLANE KITS

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## SAILPLANE INSURANCE

For full Members and Chapters of SSA in the U.S.  
under the SSA master policies of Insurance.

### SINGLE LIMIT LIABILITY (PL & PD) INSURANCE RATES

\$ 50,000 — \$40 or \$ 61*/yr.	*Premium if more than 2 owners.
\$100,000 — \$45 or \$ 70*/yr.	Premiums approximately doubled
\$250,000 — \$70 or \$108*/yr.	for passenger coverage.

### HULL INSURANCE RATES (percent of value of sailplane)

All risks (\$75 deductible) — 10% (1 to 3 owners), 12% (4 to 6 owners and Chapters), 13% (operators).

Ground coverage only (\$75 deductible), 3%; Fire only (on ground), 2%.

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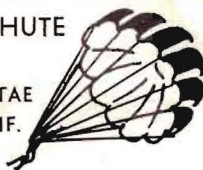
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## BIKLE IS PRESIDENT-ELECT

Paul F. Bikle of Lancaster, Calif., SSA Regional Director from region 12 and Director of NASA's Flight Research Center at Edwards AFB, was elected to the SSA presidency for the calendar year 1961 by the SSA Board of Directors at their meeting on August 12th. He will succeed Dr. Harner Selvidge who has been president during 1959 and 1960.

Other officers elected for 1961 at the same meeting were: William S. Ivans, Jr., of San Diego, Calif., and Capt. Linford B. Bachtell, USAF, of Robins AFB, Ga., vice-presidents; Joseph M. Robertson of Bellevue, Wash., re-elected as secretary; and Bertha M. Ryan of Lancaster, Calif., re-elected as treasurer.

The five Directors-at-Large for 1961 were elected at this meeting, also, and the five for 1960 were re-elected: Joseph M. Robertson, Bertha M. Ryan, Paul A. Schweizer, Dr. Harner Selvidge and Lt. Col. Floyd J. Sweet, USAF.

## Instructor's Ratings

The Directors also discussed at length the question of flight instructor's ratings which has aroused so many protests after it was decided at the January, 1960, meeting to recommend that only flight instructors be permitted to sign off students for solo. It was evident from the letters which had been received that many of the objections were based on a complete misunderstanding of the operation of this proposed regulation. However, because of widespread opposition from the clubs it was voted to take no further action on the matter. This effectively killed the proposition for the time being, and SSA will make no recommendation to FAA for this change.

It was generally agreed that the quality of instruction needed to be improved and a committee was named to study the possibility of SSA accrediting soaring flight instructors. This action would be entirely outside and in addition to FAA ratings. It was also decided to propose a considerable stiffening of the Commercial Glider rating requirements. The Board will act on specific recommendations on these points at its January meeting.

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