

SAFETY FIRST

The Gray Hair Department

by JOSEPH M. ROBERTSON, *Chairman*
SSA Safety and Flight Operations Committee

Flying safety is a matter of opinion. This seems rather a strange thing to say until the source of the opinion is considered.

Take a pilot who consistently flies a pattern low over the trees, at minimum airspeed, and touches down one clod's width inside the end of the runway. His opinion may be that, considering his abilities, this is a perfectly safe procedure. Or take a pilot who does not absorb the obvious lessons to be learned in a close scrape. He may be of the opinion that he is a safe pilot because he has not (yet) scratched a ship.

Consider, on the other hand the opinion of the field or club operations manager watching these performances, whose responsibility it is to see that the flying is conducted in a safe and efficient manner. He very probably feels that anyone violating the common sense rules of pattern procedure or the field regulations should be grounded. If he has the savvy that comes from experience he knows that most accidents come from violations of the standard landing pattern, whether through ignorance, poor judgment, the weather or the desire to add a bit of spice to the flight.

He very rightly should insist on pattern discipline by all who fly at the field. Further, he is entirely correct in enforcing good order on the ground. In other words, certain areas for parking the ships, all nonessential cars in back of a certain line and so on. It can be shown that, without fail, the safety record at fields where order is enforced, both in the air and on the ground, is markedly better than at fields where there is no plan, discipline or enforcement.

Now is the time, when the coming year's officers are being chosen, to select a person as operations manager, operations officer, or whatever the title might be, who has the knowledge, the aggressiveness and the gall

to enforce good flight and ground discipline during the flying sessions. In addition, he must be given the complete backing of the organization's officers in order to be effective in maintaining discipline. He should be given to understand that he will not always be the most popular person but if he uses common sense and judgment, he will be respected.

The Safety Committee has recently received a number of letters on the general subject of flying safety in response to the general question, "How can we make the coming year safer?" I quote from a member of a large club with a good safety record. "One unpleasant (for the pilot concerned) technique developed was the circulation of bulletins to all active flying members commenting on any incidents which were, in the opinion of the operations officer, dicey. No names were mentioned but, human nature being what it is, the culprits did not remain anonymous for very long. Not even the pundits were spared since they were often the worst offenders. The best advice I can give is simple enough; choose a tough operations officer and preferably an articulate one, and see to it that his strictures receive wide publicity. Few pilots like to have their flying techniques publicly described in derogatory terms."

In the opinion of the Safety Committee this is the best recipe for an accident free year of soaring.

INTERNATIONAL F.A.I. BADGES FOR SOARING

Issued in the United States
Nov. 20 — Dec. 31, 1960

SILVER C

455 - Robert M. Long
456 - Leonard A. Niemi
457 - Osceola O. De Daviess
458 - Robert L. Scheurer
459 - William P. Stewart
460 - Lloyd P. Hunter

The following persons have completed their Silver C requirements, also. Numbers will be assigned one month from the completion date of their requirements, by date and time of landing.

Allen L. Leffler, Dec. 6, 1960

C BADGE

2160 - Ted E. Murch; 2-22
2161 - John W. Rathvon; 1-26
2162 - Wilbur C. Purvis; 2-22C
2163 - John M. Duhling, Jr.; TG-3A
2164 - Gerald B. Van Grunsven; 2-22C
2165 - Charles A. Carroll, Jr.; 1-26
2166 - Mark D. Fitzsimmons; 1-26
2167 - Robert R. Chase; Olympia
2168 - A. Waid Reynolds; L-K
2169 - Edward N. Wheeler; 1-26
2170 - C. Wright McKnight; L-K

SILVER C LEGS

J. William Bullock - Alt.; L-K
J. Emerson Ford, Jr. - Dur.; 1-23G
Tiner A. Lapsley - Alt.; Dist.; L-K
Allen L. Leffler - Dur.; L-K
Leonard A. Niemi - Dist.; Dur.; Sisu I
Richard W. Smith - Alt.; 1-26

BAROGRAMS NOW REQUIRED FOR ALL DISTANCE FLIGHTS

At their June 3, 1960, meeting, the F.A.I. Gliding Committee (CVSM) amended the Sporting Code for soaring to require that sealed barographs *must* be carried on all distance flights for F.A.I. soaring badges. This change removes the alternative of having such flights continually observed in lieu of carrying a barograph.

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