

niques for accomplishing this test are not known to the writer at this time. The information will be sought for those interested.

The L-K is a safe and airworthy ship provided the structure is sound but they should be treated with respect due their age. Aerobating or placing undue stress on the load carrying members is not in the best interests of the pilot or the owner.

As stated above, it is expected that the complete story on the Elsinore accident will not be known for some time. When the report is made available by the Civil Aeronautics Board, it will be published.

SSA NEWS

SSA's ANNUAL MEETING SET

The annual meeting of The Soaring Society of America, Inc., as required by the bylaws, has been scheduled for 8:00 P.M. on Sunday, August 6, 1961, at Wichita, Kansas. Exact location will be posted on the information board for the National Championships 24 hours in advance.

The purpose of the meeting will be to conduct such business as may properly come before the meeting, present a report to the members on the activity of the Society, and hear the constructive suggestions and comments of the membership. The meeting will be open to all members and all those who will be at the Nationals are urged to attend.

NEW SSA GOVERNORS

SSA President Paul Bikle has appointed 11 new SSA State Governors for his term of office and re-appointed 32 from 1960, leaving the positions for 11 states vacant. These appointments were made upon recommendations of the Regional Directors concerned since Paul feels that the Governors should be responsible to their Regional Directors rather than him.

The new Governors are:

CONN. & R. I. — C. A. Moeller

FLA. (North) — Capt. Alfred H. Uhalt.

FLA. (South) — Charles F. Abel

HAWAII — Geza L. Vass

IND. — Richard N. Walling

MINN. — Charles H. Whitmore

N. C. — J. Emerson Ford

OKLA. — Dorman R. Brown

TEXAS (West) — Alvin H.

Parker

WASH. — Marquand S. Gorton

WIS. — Frederick F. Flood

The states without SSA Governors are Alaska, Ariz., Ark., Iowa, Ky., La., Mich., Mont., N.D., Ohio and S. D. Members in these states wishing to be considered for the position of Governor should contact their Regional Director(s).

CHAPTER REBATES SENT

Partial SSA dues rebates totalling \$359 have been mailed to 12 SSA Chapters recently. These rebates are made annually to those Chapters that maintain 100% voting members and Student Members of SSA on their official rosters (no SSA Associates). Last fall, 23 other Chapters received rebates. The remaining 12 Chapters were not eligible for rebates this spring. The rebates are \$2 per full Member and \$1 per Family Member and are given as one of the possible benefits of SSA Chapter status. As partial compensation, SSA expects to realize some savings in processing new and renewal memberships for members in Chapters and in not having to send them individual renewal reminders.

SAILPLANE CENSUS

As an economy move, SSA ceased keeping up to date the census of all sailplanes in the U.S. after publishing it in the 1960 SSA Soaring Directory. Now, a volunteer has been found to continue this work at no cost to the Society. He is C. A. "Gus" Street, Jr., Rte. 1, Strawberry Hill Farm, Advance, N. C. So everyone who has any pertinent information concerning a U.S. sailplane which was not listed in the 1960 Directory or whose listing therein is no longer correct is urged to send Gus the N #, make and model, and owner's name and address. If financing can be found, all owners will be solicited for annual activity information as

they have been in the past, both for insurance statistical purposes and to report to NAA and FAI. Also, an attempt will be made to provide a service that would enable organizers of contests and meets to send invitations to all sailplane owners in requested states.

FOREIGN SAILPLANE LIST

SSA now has its Item #37, "List of Foreign Sailplanes Available as Plans, Kits, Partially Completed or Ready to Fly," available at 10 cents per copy. This list has been prepared by Raymond Shamblen, SSA State Governor for West Virginia, to answer the many inquiries SSA receives concerning foreign sailplanes. Over 30 different sailplanes are very briefly described with prices, and the manufacturers, distributors and dealers and their addresses are listed.

The FAA status of all models is indicated in this list, as determined from current FAA aircraft specification sheets. For the information of prospective buyers, the following foreign sailplanes have been granted approved type certificates in the U.S.: Slingsby Skylark Type 41 Series 2, Type 43 Series 3D, and Type 43 Series 3F; Olympia EON 419X; Scheibe L-Spatz-55; Schleicher Ka-6 series, K-7, Ka-8, Ka-8B, and Rhönlerche II; and the Breguet 905A Fauvette. All others would have to be licensed in the experimental category under C.A.R. Part 1 until ATC status is granted them.

The March, 1961, issue of *Soaring* listed all the countries with which the U. S. now has agreements for reciprocal recognition of certificates of airworthiness for imported aircraft. On April 1, 1961, Austria was added to this list. Thus Austrian aircraft are now eligible for FAA type certificates under the requirements of Civil Air Regulations, Part 10.

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