

INTERNATIONAL F.A.I. BADGES FOR SOARING

Issued in the United States
May 16 to June 15, 1961

DIAMOND C

17 - Robert F. Little, Jr.; Ka-6; 5-28-61

SILVER C BADGES

473 - Bruce W. Beebe; 5-11-61 (473 was shown in error in the last *Soaring*.)
474 - Mark D. Fitzsimmons; 1-26; 5-11-61
475 - Wendell L. Brown; 1-26; 5-11-61
476 - Vernon R. Hutchinson; HS-127A; 3-26-61
477 - John C. Slack; Ka-6CR; 5-16-61
478 - Frank Martinez; 1-26; 5-21-61
479 - Maurice H. Whitlock; 1-26; 5-23-61
480 - Willets Roed; 1-26; 5-24-61
481 - Wallace A. Scott; 1-26; 5-25-61
482 - Robert L. Klemmedson; 1-26; 5-27-61
483 - Walter A. Stark; 1-26; 5-30-61
484 - William S. Schweizer; 1-26; 5-30-61
485 - Don Fisher; 1-26; 5-30-61
486 - J. Emerson Ford, Jr.; TG-3A; 5-30-61

C BADGES

2271 - Philip L. Fields; 1-26
2272 - James M. Patterson; L-K
2273 - Robert L. Miller, III; TG-3A
2274 - Robert W. Young; 2-22C
2275 - Ronald J. Lettle, TG-1
2276 - Rose Marie Licher; 1-26
2277 - D. Wayne Smith; 1-26
2278 - Albert D. Thomas; L-K
2279 - Raymond A. McAlpine; P-R
2280 - Robert W. Tredinnick; 1-26
2281 - Kenneth Hoser; 1-26
2282 - Fritz O. Seger; 1-26
2283 - Leonard H. Henderson; 1-26
2284 - Harold F. Smith; 1-26
2285 - Joseph L. Burke; 1-26
2286 - Phillip H. Presson; 1-26
2287 - Leslie N. Curtis; 1-26
2288 - Billy J. Eaves; 2-22C
2289 - William E. Rogers, Jr.; 2-22C
2290 - Roy A. Terrell, Jr.; 1-26
2291 - Martin H. Platt; 1-26
2292 - Edward A. Sticker; 1-26
2293 - Robert W. Maibauer; 1-26
2294 - David G. Finley; 1-26
2295 - Robert K. Awtrey; 1-26
2296 - William L. Shumake
2297 - Keith C. Scholl; TG-3A
2298 - Calvin H. Long; Cherokee II
2299 - Richard E. Bush; BG-12A
2300 - David S. Tannhouser; 1-26
2301 - Fred J. Robinson; 1-26
2302 - F. L. Swaney; 1-26
2303 - Herbert F. Welsh; Ka-6
2304 - Harris W. Holler; 1-26
2305 - Walter G. Peterson; 1-19
2306 - Richard O. McNary; 1-26
2307 - Ted C. Kurtz; TG-3A
2308 - Maurice C. Hite; 2-22
2309 - Henry J. Bender; P-R
2310 - James D. Pierce; 2-22
2311 - Harold W. Cole; 1-26
2312 - Eugene O. Hamm; 1-26
2313 - Donn A. Calder; 1-26
2314 - John R. Aronson; 1-26
2315 - Dickie Fox; 1-26
2316 - Charles M. Jarecki; 1-26
2317 - Alton L. Stein; 1-26
2318 - Oliver E. Scott; 1-26
2319 - Robert B. Wister; 2-22C

DIAMOND C LEGS

Robert F. Little, Jr.-Dist., Goal (in France)
John C. Slack - Goal; Ka-6CR
William R. Padgett - Goal; Ka-6CR

GOLD C LEGS

Ronald E. Delp - Alt; 1-26
William S. Montgomery - Alt.; 1-26

William R. Padgett - Dist.; Ka-6CR
John C. Slack - Dist.; Ka-6CR

SILVER C LEGS

Robert K. Awtrey - Dur.; 1-26
Myron H. Buswell - Dur.; 1-26
Donn A. Calder - Alt., Dur.; 1-26
Loris J. Charchian - Dist.; L-Spatz-55
Leslie N. Curtis - Alt.; 1-26
Charles M. Drew - Dur.; 1-26
Eugene O. Hamm - Alt.; 1-26
Fred M. Heil - Alt.; 1-26
William E. Hurst - Dist.; 1-26
Raymond E. Johnson - Dur.; 1-26
Fritz Klein - Alt., Dur.; 1-26
Sherburne W. Klein - Dur.; 1-26
Robert L. Klemmedson - Dur.; 1-26
David K. LaBelle - Alt.; 1-23H-15
John L. Lewis - Alt.; 1-26
Rose Marie Licher - Alt.; 1-26
Dale S. May - Alt., Dist.; Fauvette 905
William S. Montgomery - Alt.; 1-26
Thomas V. Nilon - Alt.; 1-26
Mario Piccagli - Dist.; L-K
Eugene R. Rudock - Alt.; 1-19
Oliver E. Scott - Alt.; 1-26
Alton L. Stein - Alt.; 1-26
Herbert F. Welsh - Alt., Dist.; Ka-6CR
Robert B. Wister - Alt.; 2-22C

SILVER C DISTANCE

by J. EMERSON FORD

On first X-C (sailplane) attempt, got off in club ship (Tarheel Soaring Club's TG-3A) at 11:05 A.M. using 125 H.P. J-3 Cub tow to 1450 ft. where released in lift and climbed to cloudbase at 4000 ft. Soon, after working a couple more thermals down the line, was still in sight of airport but out of range and down to 1500 ft. and headed toward a hayfield. Last minute save and back to 4000 ft. Next scrape was down to about 1800 ft. and two more to about 2000 ft. but gradually could work a little higher (thermals now quite dry) and maintain a slightly higher floor. Last part of flight much easier. Had I not been so very cautious (and slow) believe could have gone much farther. After 4½ hr., at 3:40 P.M., touched down at the Salisbury, N.C., airport, and soon learned that Lanier Frantz was already on his way in the Waco UPF-7, as they had become worried after 3½ hours or so and had contacted Greensboro Radar. Radar reported a 'very slow moving target' approaching Salisbury from the northeast. Aero-tow back to Burlington, N.C. (approximately 65 miles) was uneventful. Did a couple of loops and wingovers to celebrate the return. Soon we had the bird back to bed and had retired to other matters. This X-C business is terrific, especially in the TG-3A — which we wished to land on an airport and avoid a trailer retrieve. Will remember this day for a long time. If application is accepted, this winds up a Silver C. Date: May 30, 1961.

CORRECTION

A correction should be noted in the article "Use of Cameras For F.A.I. Soaring Awards & Records" which appeared on pg. 10 of the June *Soaring*. In the second paragraph the words "or witnesses" should be omitted since it has been established that only SSA Official Observers may certify that a sailplane flew around the turn point of a declared course if approved photo techniques are not used.

COMMENTS REQUESTED

The SSA Contest Board hereby solicits comments from the membership on a number of possible rule changes which will be discussed by CVSM (the FAI Soaring Committee) in November, in order that SSA may properly prepare its input to CVSM on these items. Changes to be considered are: the elimination of two-place records; the elimination of all feminine records; the addition of a complete set of records for Standard Class sailplanes; the addition of record categories for speed over 400 km. and 500 km. triangular courses; the addition of a fourth diamond for exceeding a set speed around a 300 km. triangular course; and the removal of broken line possibilities (such as dog leg, goal and return and triangular courses) for FAI badge distance flights (for all badges or only Silver C?).

Mail your comments to Sterling V. Starr, Chairman, SSA Rules Committee, 820 Gage Dr., San Diego 8, Calif.

TWO NEW LIFE MEMBERS

The Soaring Society of America has added two new Life Members to its roster in 1961. They are Julien J. Audette of Canada and John D. Ryan. This brings the total number of Life Members in the Society to 49. The fee for such membership is \$200 and it may be paid in four quarterly installments. Other regular members who are convinced that they are addicted for life anyhow might well consider converting to the Life grade as they can afford it.

Julien has recently sold his Schweizer 1-26 to the Regina Soaring Club and purchased a 1-23G which he expects to fly in the U.S. Nationals this year. John will be there too, with the Sisu I and stories of his long flights in it.