



Soaring

The Journal of The Soaring Society of America, Inc.

AUSTRALIA AERONAUTICAL PRODUCTS APPROVED

Australia has recently been added to the list of countries with which the U.S. now has agreements for reciprocal recognition of certificates of airworthiness for imported aircraft. Aircraft manufactured in these countries are eligible for FAA type certificates under the requirements of Civil Air Regulations, Part 10. The list is now as follows:

Australia	Norway
Belgium	Spain
Canada	Sweden
Denmark	Union of South Africa
France	
Italy	United Kingdom
Netherlands	West Germany

The only Australian sailplane manufacturer is Edmund Schneider, Ltd., Parafield Aerodrome, Adelaide, South Australia. Their most popular models are the two-place ES-52 Kookaburra and single-place ES-57 Kingfisher. Perhaps now some of these sailplanes will be imported to the U.S.

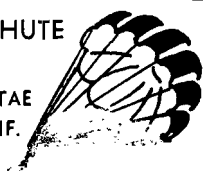
FLIGHT INSTRUCTOR REQUIREMENTS EASED

The requirement in the Civil Air Regulations that a pilot holding a limited flight instructor certificate must wait one year before being eligible for a flight instructor certificate has been deleted, effective Sept. 23, 1960. The change was provided for in C.A.R. Amendment 20-14 which altered section 20.135 (a).

A limited flight instructor must still train at least five successful candidates for pilot certificates and demonstrate his competence to serve as a flight instructor before being issued a flight instructor certificate. The five candidates must be flight tested by an FAA Inspector.

DERRY PARACHUTE SERVICE

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CONTENTS

Test Flying the Sisu I Sailplane	by Richard H. Johnson	3
Summary of Silver C Flight	by Harry M. Sims	5
Supplement to List of Films Available From the SSA Photographic Library		6
Important Notice to Record Seekers		7
How-To-Do-It: An Electrically Recording Barograph	by Paul A. Wilson	8
One-Design Class	by E. Domisse	9
SSA Membership Contest Rules and Prizes		11
SSA News		12
Club News	Edited by Nikki Delp	14
Canadian News	Edited by Dave King	16
Letters		18
Safety First: The Gray Hair Department	by Joseph M. Robertson	19

Cover photo: Alex Aldott in a Breguet 901s over the soaring center at Beynes, France, from which many Diamond C distance flights have originated. Photo by Mrs. Dita Aldott.

\$5 will be paid for any picture submitted if used for the cover.

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