

"(This Pilot's Progress lists every likely exercise in a small pocket-book. Each exercise should be signed and dated by the instructor when he is satisfied that the pupil is properly competent at it. The dating is important in that subsequent instructors can assess whether, for example, the cross-country check is still valid after some period off flying. Most record systems of this sort are difficult to maintain, but are undoubtedly a help in reducing accidents, particularly in clubs with numbers of different instructors.—A.W.)"

"It is all here and can be summed up in a few words. To have competent and safe pilots, you must give really thorough basic training, during which discipline is insisted on plus adequate supervision of solo flying with frequent dual checks, until pilots have enough experience to be able through sound judgment to discipline themselves." Ann Welch.

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## Letters

### Promoting Soaring

Gentlemen:

On Sunday, June 18th, I got lucky and completed my 5 hour duration for the Silver C. The flight terminated at the Glenview N.A.S. where the C.O. wanted a static glider display on July 4th, the 50th anniversary of Naval Aviation. As I was going to be out of the country over that weekend it was planned to tow both my 1-23H and Fauvette 905 over late on the evening of the 18th. However, after three hours aloft that afternoon it looked like the duration would be possible so via the Skyrafters I got permission to combat approach in the 905 after the 5 hours were up. Then we flew back in my Cessna 180 and towed the 1-23H over.

The enclosed picture (see cut) was taken on July 16th when we towed both sailplanes back to Chicagoland. You should see the Fauvette tail skid, it used to be round! That concrete really chewed it up.

That isn't a gas truck in front of the ships. Both tires were low on air.

Navy personnel passed out SSA application blanks to the public and pilots (Navy) at the open house on July 4th. We "sold" about ten jet jockeys on soaring and the SSA. Some of them have already

watched our operations at Chicagoland. The C.O. wrote later that the ships "elicited a great many comments and were indeed a hit."

We didn't even need to use the spoilers on their N-S 11,000 foot runway! It was fun!

DALE S. MAY

608 S. Can Dota, Mt. Prospect, Ill.

### Good Soaring Site

Dear Lloyd:

Your readers may be interested in the facilities available at the Inyokern, California, Airport.

Soaring activity was initiated this year at Inyokern when Duke Mancuso did some wave flying out of there in the early spring. He found it an ideal place to tow either north or south into wave conditions, depending on the weather. In May, a group of San Diego sailplane pilots began exploring the cross-country possibilities from the location.

Airport operator Joe Kilgore is a very congenial host, with a real interest in soaring activities. He operates a charter and instruction service, and his towplane is usually a Cessna 180, which does an excellent job. Plenty of tiedown chains are available on the concrete covered airport that boasts a 7300 ft. runway plus several shorter ones. Unicom radio and telephone provide good information service for crews. Airport services include restrooms and maintenance. A swimming pool is available in Inyokern and good motels are within 12 miles. An excellent steakhouse is a mile away. The hospitality of Joe, his employees and customers has been outstanding.

We have experienced difficulty getting started early on soaring flights, mostly due to unfortunate luck with the weather, I feel. However, once started up the Owens Valley the soaring on good days becomes spectacular, with flights of 348 and 366 miles being recorded this summer.

STERLING V. STARR

820 Gage Dr., San Diego 6, Calif.

### Request for a Pen Pal

Dear Sir:

I am a 19-year-old private glider pilot in Sweden who's very interested in how you fly in the U.S., both in power and and soaring. I would be very pleased if you could give my address to some member of your Society who's interested in corresponding with a pen friend in Sweden. Thank you.

LARS TORS

Torpavagen 3, Vasteras, Sweden

### South Carolina News

Dear Lloyd:

Things are moving right along over this way. Last spring I sold my uncompleted 1-26 to T. I. Weston and three others in

Columbia, S. C. (I finally had to face the fact that milking cows and building sailplanes just don't mix.) As you know, I had been sitting on the ground for a good while, so I bought the BG-7 that belonged to John Karlovich and Jack Dunn, etc., which I flew some at Hendersonville, N. C., where the Skyline club keeps its P-R. This summer I traded the BG-7 for Eugene Bartos' P-R, so you can see we're trying to keep the equipment in the hands of those who think they can make best use of it.

Also in the hanger at Hendersonville is a brand new Ka-6CR, that belongs to Walter "Fuller". Fuller is much better in Western N.C. than Fusshoeller. Walt moved recently from Allentown, Pa., to Hayesville, N. C., where he is manager of a dress factory. Both the Ka and Walt are a welcome addition to our growing gang. Em Ford was also up at Hendersonville, and a great time was had by all.

C. A. "Gus" STREET, JR.

Rte. 1, Strawberry Hill Farm,  
Advance, N.C.

### Congratulations from Poland

Dear Sir:

We would like to inform you that we here at Leszno enjoyed reading *Soaring* very much. Every new issue is the object of cover-to-cover study. American soaring activity is of great interest in our country.

We want to take this opportunity to transfer our congratulations to Mr. Paul Bikle on his outstanding altitude record flight.

(MRS.) IRENA ZABIELLO

Soaring Center, Leszno, Poland

### Check Flight Articles

Dear Sir:

I should like to say how much I enjoy your publication and how much I think it has improved in the last few years. The technical articles that you publish are especially interesting.

Since so many newcomers are entering the sport, I wonder if a series of "check flight" articles on the various sailplanes available, both old and new, would not be interesting and helpful to would-be buyers as well as mere window-shoppers? Data and comparisons on popular ships such as the Schweizer 1-23's, 1-26, the BG-12A, Ka-6CR, Skylark, etc., would be very useful.

GEORGE B. MOFFAT, JR.

51 Bayard St., New Brunswick, N. J.

*SSA is not in a position to conduct such check flights and does not wish to pass judgment on or make recommendations regarding sailplanes. However, if interested, qualified members desire to check flight sailplanes available to them and submit objective reports, they will be given serious consideration for publication.—Ed.*

## CALENDAR

Items listed in bold face type are to be sanctioned by SSA.

Nov. 25. C.V.S.M. (F.A.I. Committee for soaring) Meeting in Paris to select host for 1963 World Championships.

Jan. 27-28. SSA Directors' Meeting, Phoenix, Arizona.



Dale May's Schweizer 1-23H and Breguet 905 Fauvette sailplanes and Cessna 180 towplane at Glenview NAS, Ill.

Photo by Dale S. May