

# Letters

## If you wear a gliding badge...

Dear Lloyd:

Unfortunately, I have been unable to participate in soaring activities since securing my C at Kirchheim-Teck, Germany, in 1946. Nevertheless, I have continued to wear the badge with pride ever since. That pride has been undiminished by the query of most American laymen who notice it: "What the heck is that pin?" — a question varied only slightly by most airline pilots of my acquaintance: "What the heck is that, a Lufthansa pin?"

This is nothing to grind an axe about, of course; we all recognize that our sport is underdeveloped in this country. Very few experienced pilots, to say nothing of laymen, know anything at all about soaring. That it is different in some other countries is their good fortune, whatever the reasons.

On the other hand, the good fellowship attaching to the sport (I am glad to find) is well-developed everywhere. Last September, flying as First Officer for Riddle Airlines, I found myself between trips at Keflavik, Iceland. The engineer and I decided to go sight-seeing to Reykjavik, the capital. Five minutes after getting off the bus, we were looking in the window of a hobby shop when I noticed that the proprietor was watching me through the glass. It turned out, of course, that he had seen my badge. When I saw that he wore the Silver C we went right in. The shop was operated by the three Fillipsson brothers who, along with a clerk and the daughter of the oldest brother, are all glider guiders. Talk about enthusiasm! The youngest brother, Thorhallur, is Icelandic Champion and holder of the Gold C. He almost adopted us, introducing us to many of his friends, taking us on a sight-seeing tour, and altogether making a delightful visit out of what might otherwise have been a very dull one.

This experience was not only an unexpected pleasure but it spurred my interest (which was never really dormant) at just the proper time. For once, I not only have time for the art, but find myself in an area where it is practiced. I am now writing to the president of the Minnesota Soaring Club to explore the possibility of joining that organization. Here's hoping!

CAPT. F. R. GRAFTON

Hq. 133rd Air Transport Wing, International Airport, St. Paul 11, Minnesota

## Remembering SSA

Dear Lloyd:

Many thanks for relaying the directions from our SSA General Counsel, David Matlin, on how to prepare a legal rider (or codicil as he calls it) for one's will. As per our recent discussion, I have decided to follow your example in willing my sailplane to SSA. Actually, I plan to wear out my present ship and several others and to live to a ripe old age. However, just in case these plans don't work out I would like to feel, as Bill Coverdale put it, that the work of the Society would go on and that it would continue to grow and to serve our favorite sport after we are gone. I have accordingly written the following "by hand" (or holographically,

as Dave says) on a piece of paper, signed and dated it, had it witnessed by two friends, and placed it with my will:

"I hereby bequeath to the Soaring Society of America, Inc., all soaring equipment (e.g. sailplane, sailplane trailer, parachutes, barograph, instruments, etc.) which I may own at the time of my death, this material (or money realized by its sale) to be utilized by the Society, at the discretion of its Directors, to further the aims of the Society and the advancement of the art and science of soaring in the United States of America."

I understand that some states do not accept holographic codicils to wills so anyone desiring to follow this example had best check on that point with a local attorney.

While we wish a long life for our members, if all would remember the Society in their wills (either by bequeathing their glider, a sum of money, stock or bonds, etc.), the long term benefit to soaring in this country would be incalculable.

ROBERT LEE MOORE

Rte. 1, Box 351-C, Richland, Wash.

## LO-150 Coincidence

Dear Sir:

Your November issue is to hand and naturally, as a fellow LO-150 owner, I was interested in A. J. Smith's victory in the 1961 U.S. Nationals, and blow me down, he has the same contest number as our white bird (see photo). VH-GFH is



the only LO-150 in Australia (and one of the 15 or so in the world) and is operated by a syndicate of members from the Victorian Motorless Flight Group. She is all white with a "Day-glo" red rudder, and recently clocked up 3500 miles cross-country flying and 350 hours.

So far we have obtained three Gold badges and three Diamonds with her, plus a second place in the team event at the last Australian Nationals. Anyway, congratulations to A. J. Smith from Australia!

G. SUNDERLAND

215 Murrumbidgee Rd., Murrumbidgee, SE 9, Victoria, Australia

## Another Examiner

As a matter of information to anyone concerned, I was recently issued a Glider Pilot Examiner certificate by the Oklahoma City District of the FAA. This will enable members of the Altus AFB Aero Club to obtain their glider pilot certificates without the somewhat involved procedure of having another examiner or safety inspector come to Altus which is rather remotely located in southwest Oklahoma.

Our Club has the only sailplane in this vicinity (a 2-22C), but perhaps in a year or so the sport will catch on with the local populace.

STANFORD P. KIRBE

564 Geranium Ave., Altus AFB, Okla.

## New Zealand Cherokee Saga

Dear Lloyd:

Through the pages of *Soaring* I would like to express my appreciation to 13 Cherokee II builders who have proffered a fine gesture of friendship to another Cherokee II builder 10,000 miles across the sea. Henry Christie of New Zealand appreciates it, too.

Henry and his associates, Trevor Taylor and J. L. Williams, have been working for close to 3 years on their Cherokee II. The materials were most difficult to come by and the troubles and adventures they experienced in obtaining them would make a story in itself. But by far the most difficult time they had was with the New Zealand Civil Aviation Administration.

One does not simply up and build a sailplane (or any aircraft, for that matter) in New Zealand without the blessing and continuous, microscopic attention of the CAA. In fact, until Henry Christie and his staunch coworkers strode fearlessly into the temples of New Zealand officialdom no one had dared solicit approval of a home-built aircraft. It just isn't done.

I gather that the New Zealand authorities used essentially every mechanism at their disposal to discourage the Christie Crew, including besieging the designer (and you know who *that* is) for a host of formal engineering documentation he would have otherwise never found necessary to assemble.

After having reluctantly approved every bit of Christie's beautiful workmanship the CAA finally found a way to booby-trap him. Upon completion, Christie found his machine overweight (meaning, heavier than mine, as they *all* are). This was all the CAA needed. They "grounded" him, figuratively as he was attaching the towline for the test flight.

In desperation, Christie asked me to contact Cherokee II builders in other countries, hoping that if the New Zealand CAA could know how many of the Wooden Indians were flying, what they weighed and how many hours they had flown the CAA might relent.

I followed through and 13 of the 18 Cherokee II builders contacted responded magnificently. As a result Christie is *flying* — not only that but he now boasts of having constructed the first home-built aircraft in New Zealand ever to have full approval of the government. He is deeply gratified, and appreciative of all those Cherokee II builders in the United States and Canada who helped give meaning to his three years of back-breaking work. Might I mention their names? Here they are.

Ralph Thenhaus, Van Nuys, Calif.

George Applebay, Santa Barbara, Calif.

Ray Proenneke, Huntington Park, Calif.

John Parker, Redding, Calif.

Laddie Klindera, Simi, Calif.

Ivan Horvath, Edmonton, Alberta, Canada

Gil Fuller, Fort Wayne, Indiana

Dudley Smith, Valley Falls, Kansas

William Y. Miller, Allentown, Pa.

Herbert Combs, Bedford, Indiana

Carlton Kibler, Porterville, Calif.

Ross Grady, Edmonton, Alberta, Canada

Bogomir Kukovica, Buckingham, Quebec, Canada

Incidentally, we have 24 Cherokee II's presently flying that I know of. Probably a half dozen more that I don't know of, plus another 6 or 8 which should be flying by spring.

Although I gave up marketing the plans