

INTERNATIONAL TEAM REPORT

by PAUL A. SCHWEIZER, *Chairman
SSA International Team Committee*

It is planned to report in *Soaring* each month on the progress of the SSA International Team Committee.

At the recent meeting of the FAI Gliding Committee in Paris, some of the most important items on the agenda involved the 1963 World Championships. The most important of these was whether the recent changes in the political and financial situation in Argentina would have any effect on the Internationals, scheduled for next February. Mr. Gilberto Julian Riega, the FAVAV (Federacion Argentina de Vuelo a Vela) representative, and Mr. H. A. Garay Sanchez, the air attache, gave the committee assurances that the contest would be carried out as planned.

Each country has been sent a questionnaire concerning various items, such as the number of sailplanes, pilots and other personnel that each country plans to send (maximum of three sailplanes at present), requirements for automobiles, transportation, etc. This questionnaire has to be returned to FAVAV by the first of August. After these questionnaires are screened, more than three sailplanes may be permitted each country.

Our biggest problem, of course, is the transportation of personnel and sailplanes, and efforts continue in attempting to obtain this through the NAA. The Argentine government will give partial assistance on travel, but there would still be a great deal needed in order to cover the costs.

The International Team Committee is working with the NAA in planning a fund drive among the aviation industries which is scheduled for early fall. We are depending upon this, as well as upon good support from the SSA members and clubs.

Contributions should be sent to SSA, Box 66071, Los Angeles 66, California (make checks payable to SSA) and marked for the SSA International Team Fund. Any contributions are tax-deductible by contributors in arriving at their taxable income.

The first monthly list of contributors appears below. Let's keep this fund growing.

R. Laurent Cannon
Harry L. Kirkpatrick
Lloyd M. Licher
Fred Matteson

REPORT ON CVSM MEETING

by W. S. IVANS, JR., *U.S. Representative*

This meeting of the FAI Gliding Committee (CVSM) was held in Paris, at FAI headquarters. A. Gehriger, President, presided. Sixteen nations were represented. U.S. delegates were W. S. Ivans and Paul Schweizer. The dates: June 22-23.

The following agenda items were discussed:

World Soaring Championships

Two Argentine delegates gave details on organization of the Championships, to be held in February, 1963. Some specifics on transportation subsidies were given, following closely the original offer of 50 percent for transport of sailplanes and personnel by Argentine ships (E.L.M.A. - Empresa Lineas Maritimas Argentinas, stopping at Atlantic, Mediterranean, and Gulf ports; subsidized round trip fare for sailplane or personnel between 300 and 400 dollars each), and 30 percent subsidy of all air travel.

Entries may be limited to 3 per country, not more than 2 in either class - Standard or Open. This may be raised to a maximum of 5 (3 plus 2, either way) at a later date, when a tally of total entries has been made. NOTE: The U.S. will enter the maximum number permitted, provided that adequate financing and transportation support is found.

Some sailplanes will be available for loan, mostly Ka-6's.

Sailplanes are still to be retrieved primarily by aero tow, using mirror signals. Radio is permitted in Open class, prohibited in Standard class.

Barographs may be required on any particular day, owing to air traffic control problems and consequent maximum height limitations.

400 and 500 kilometer closed course races are added to the task options.

An amendment was made to the speed task scoring formula, providing more speed incentive points than the original Argentine proposal.

Air Traffic Control

A discussion of air traffic control as related to soaring flight was held. The rapid spread of restricted flying zones and requirements for "positive control" has virtually eliminated soaring flight in a number of European countries. A noteworthy exception is the United Kingdom, where comparatively few restrictions exist. A description of how this freedom was gained was given by Philip Wills, who recommended that soaring organizations in all countries make their case clearly, strongly, and continuously before their respective traffic control authorities. A series of articles now appearing in the British *Sailplane and Gliding* magazine carry a summary of the arguments which have thus far prevailed in the U.K. These may be reprinted by any interested party.

Crossing of Frontiers by Gliders in Flight

A series of recommendations has been drafted by a special subcommittee of the CVSM, covering the sometimes awkward immigration and customs problems involved in unscheduled crossings of frontiers. These provide a set of minimum pre-flight requirements which should be easy to comply with, yet provide for completely legal crossings. These recommendations are to be submitted to authorities of major European countries.

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