

## INTERNATIONAL F.A.I. BADGES FOR SOARING

Issued in the United States

November 16 to December 15, 1961

### SILVER C BADGES

547 - Richfield Eggleston; 8-12-61  
548 - Donald Winn; 7-3-61  
549 - Ralph E. Fuller; 11-10-61  
550 - Edward Brigham; 11-11-61

### C BADGES

2543 - Douglas R. Perl; 2-22  
2544 - Ralph K. Schellenberger; TG-3A  
2545 - John T. Pope; TG-3A  
2546 - Wallace W. Holbrook; 2-22  
2547 - William A. Kensinger; 1-26  
2548 - Herbert A. de Vries; 1-26  
2549 - Lawrence E. Cook; 2-22  
2550 - Econ R. F. Niemeyer; L-Spatz-55  
2551 - Neil D. Van Sickle; 1-26

### DIAMOND C LEGS

Robert H. Fisher - Dist.; 1-23H

### GOLD C LEGS

Kalman E. Saufnauer - Alt.; 1-23

### SILVER C LEGS

George Arents, Jr. - Alt.; 1-26  
Joseph R. Bacon - Dur.; 1-23  
Stuart E. Cannefax - Alt.; 1-26  
Herbert A. de Vries - Dur.; 1-26  
Giles S. Gianelloni - Dur.; K-8  
C. B. Kristen - Alt.; 1-26



The C sew-on emblem, 2 7/8 in. in dia., white on blue, examples of which are available to U.S. C badge holders for 40 cents each, tax included. Order from SSA, Box 66071, Los Angeles 66, California.

## Letters

### News From Down Under

Dear Mr. Licher:

Recently I came by a few copies of *Soaring* magazine and so thoroughly enjoyed them that I am sending money for a subscription to your magazine.

I am an instructor with the Southern Cross Gliding Club in Sydney and also editor of our club journal, a copy of which is enclosed in case you might be interested. We are the only training club in the Sydney area and have four machines, two "Kookaburra" two-seaters, a "Kingfisher" solo machine and a Grunau Baby. We fly from Camden, an airfield some 30 miles from Sydney, but do most of our cross-country and certificate flying when we visit Narromine in Central N.S.W. for

an annual gliding holiday. One of our members, J. Blackwell, flew 310 miles this January from Narromine to Wangavatta in Victoria. His flight beat the Australian distance record but not by quite enough to set a new record.

Our club is very active and flies every weekend with continued enthusiasm. A private syndicate has built an American Briegleb BG-12A and this machine has already proved its worth by out-soaring everything in the Camden area.

I greatly look forward to my copies of *Soaring*.

ROGER WOODS

Badgery's Creek, via Liverpool,  
N.S.W., Australia

### Cost of Physicals

Dear Lloyd:

So far, our soaring activity here is still in the talking stage only. I keep hoping someone will get the bug and help me start a group so there would be reason to have a ship here. My own involvement in aviation as airport manager, pilot, instructor and mechanic in a small town keeps me from taking on any further details. Seems as though no one cares to do anything for the fun of it anymore.

By the way, I surely hope that FAA won't require physicals for soaring since the lack of red tape is one of the nice things about the sport, especially where a pilot in this town would have to go 60 to 100 miles to a designated doctor and lose at least a day's work. The total expense on my physical this year came close to \$50 including phone calls, transportation and business loss.

MYRON BUSWELL

Box 691, Lakeview, Oregon.

### Our Energy

Dear Sirs:

Here are a couple of pertinent facts from "The Challenge of Man's Future" by Harrison Brown that may be of interest to soaring pilots sitting around waiting for a break in the clouds.

The earth receives as much energy from the sun in three days as could be obtained by burning all potential reserves of coal, petroleum, natural gas and tar together with the earth's forests. About 30% of this energy is used for the evaporation of water with the consequence that each year 400,000 billion tons of water are lifted from the oceans and land areas of the world and fall again as rain.

This seems to add up to the fact that soaring pilots have access to just about the greatest source of power on earth. The point, of course, is to get there as the stuff is going up.

RICHARD MILLER

Model Airplane News, Box 27, N.Y. 23.

### A Fine Example Set

Dear Sir:

We have started a soaring club here which has been in operation since last February. The club has 18 members and owns an L-5 towplane and a Schweizer 2-22 two-place trainer. I am now covering a Cherokee II and have a 1-26 kit just begging to be set up.

The Falls City Soaring Club would like very much to become a Chapter of SSA.

Will you please send me information on requirements and how to apply. I might add that all our members are also members of the Society. I was chiefly responsible for most of the memberships listed in the Directory from Kentucky and several from southern Indiana. (Unfortunately, too early for the SSA membership contest. —Ed.) I will promise you 10 additional members in 1962.

IRWIN BEN VOICT

Rte. 1, Box 66, Jeffersonville, Ind.

### Flying Wing Correction.

(To the editor):

Seasons' Greetings. Merry Christmas and a Happy New Year. Correction to letter in Dec. *Soaring*, XM-1D (new wing tips) has 40½-ft. span and an L/D of 30 to 1.

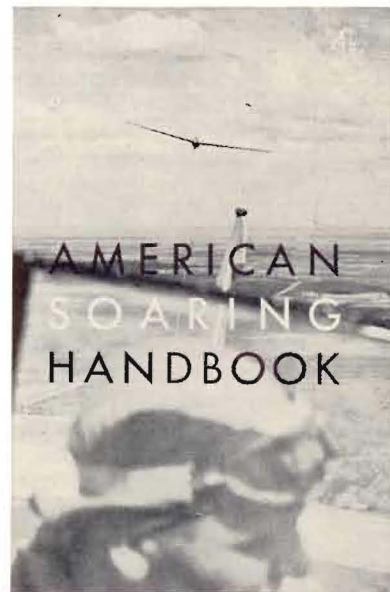
JIM MARSKE

2625 W. Harvard, Santa Ana, Calif.

### SSA DIRECTORS TO MEET

Another reminder that the SSA Directors are scheduled to meet in Scottsdale, Arizona, over the week-end of Jan. 27-28th. Members are invited to get together with their local Regional Director to go over his copy of the agenda for this meeting and give comments on the items contained therein.

## CHAPTER 4 of the



## on AIRPLANE TOW

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