

# Letters

## Team Contribution

Dear Lloyd:

Enclosed herewith is an Arizona Soaring Association check in the amount of \$50 for the International Team fund. This is a club contribution; in a few days I will be sending some individual contributions.

An idea that other SSA Chapters might use—the Board of Directors and the members of ASA voted to turn over our Chapter's annual partial SSA dues rebate to the International Team.

RUTH M. PETRY, Sec.-Treas.  
Box 4126, Phoenix, Ariz.

## Down, But Not Out

Dear Lloyd:

Well, I guess you are surprised to hear from this "Old Buzzard." Had a heart attack in August, thought I had hit "cloud 9" for sure, but I didn't. By taking it easy I seem to be on the road to complete recovery.

Haven't been around soaring much in the last few years but intend to get back into it, on an easy-going basis, that's for sure. After 31 years and 3500 hours flying sailplanes I would like to take the work out of it by modifying a two-place with auxiliary power. My crazy flying days are going for good, from now on it will be nice, easy Sunday soaring for me.

DON STEVENS

317 E. Pine, Santa Ana, Calif.

## Thanks to the Tribe

Dear Sir:

You may remember recently publishing a letter from Stan Hall thanking all those members of the Cherokee II tribe who supplied weight and flying hours information to help get our Cherokee II into the air.

Well, I thought those fellows might be interested to see the result of their effort. Enclosed is a photo (see cut) of our Cherokee II taking off on auto tow at Ardmore Airfield here.

This is the first sailplane of American design to fly here; in fact, it is the only sailplane to be built from plans here to receive official approval from our C.A.A.

We are very happy with the result of our labours, and I and my two partners, Trevor Taylor and John Williams, would like to extend a personal "Thank you"

to Stan and the rest of the tribe who unselfishly gave us their support and help.

HENRY CHRISTIE

9 Stafford Road, Northcote  
Auckland N4, New Zealand

## Handicaps

Gentlemen:

I would like to suggest that the SSA consider the problem of establishing standards for grouping sailplanes into equitable contest categories, and possibly evolving and maintaining a simple sailplane handicapping system.

No handicap formula would be practical for national or regional contests, which are paramount in causing sailplane design advances. However, the use of sailplane handicaps on a local level could benefit the entire soaring movement.

Handicaps have done much to promote local activity and growth in golf, bowling, and other sports. They allow the weekend recreational class of sportsmen to compete on a friendly and more or less equal basis with the local experts.

Sailplane handicaps would likewise allow a lower performance ship to compete with a high-performance ship on a similar, equal basis. The result (it would appear) would be an increased interest and participation; especially by the newer addicts to soaring, who would now stand some real chance of winning a first place through piloting skills with less expensive equipment.

In local or state contests we encounter the same old problem of trying to fairly divide a dozen different sailplanes into two or more competition classes. It is evident that the open class winner will have flown a Ka-6, HP-10 or equal performance ship. The real flavor of a contest is lost. The affair will take on the aspects of a weekend get-together of somewhat passive interest to most of the participants; including the winner, who (because of his "supersailplane") has achieved nothing worth bragging about.

An established handicap system could change this picture and introduce some competitive zest.

I'm sure this problem has been discussed over and over, beginning soon after the very first soaring contest. However, it still appears as a bug for groups that are trying to create soaring interest and growth through local contests.

I would appreciate receiving any comments you, or anyone, might have.

GEORGE D. STERLING.

R. D. No. 1, Dauphin, Pa.

## MATERIAL AVAILABLE

The SSA has a variety of items available on a free distribution basis, unless otherwise specified. Request by item number or name from SSA, Box 66071, Los Angeles 66, Calif.

Item 3. FAI soaring awards application blanks.

Item 4. SSA membership application blanks; in the form of postage paid business reply envelopes.

Item 6. SOARING . . . The S.S.A. . . and YOU pamphlets, telling about the sport of soaring, glider pilot certificates, how soaring is organized, what the SSA is and what it does, and how to get started in soaring. Ideal for answering the questions of prospective soaring enthusiasts.

Item 7. Region lists of soaring clubs, SSA Directors and Governors, by SSA region number, as excerpted from the SSA Directory. Gives club addresses, meeting times and places, flying sites and contact persons. Specify states desired when ordering.

Item 8. List of Manufacturers and Suppliers of Plans, Kits, Partially Completed and Ready-to-fly Gliders and Sailplanes—U.S. Manufacture. Includes brief description, price, manufacturer's name and address. New equipment only.

Item 9. List of Glider Schools and Commercial Glider Operators in the U.S., giving location, equipment, services and prices, where known.

Item 10. List of Books on Soaring, where they may be obtained, prices and a brief description of each.

Item 24. Incorporation Procedures—California. Intended to show non-profit soaring clubs the way to incorporate, with specific details for the state of California.

Item 25. Suggested Bylaws for Soaring Clubs. Distribution limited to those seriously attempting to form new clubs.

Item 28. Used Sailplanes For Sale List. All known used sailplanes for sale for which the owner has given permission to include on this list. Latest revision date is Oct. 29, 1962.

Item 38. How to Start a Soaring Club. Six pages of suggestions.

Item 39. State Soaring Records Rules and Application Form. Available from State Governors or SSA.

Item 41. SSA Chapters, an information sheet listing benefits of SSA Chapter status for clubs, how to apply and how accounts are handled.

Item 42. List of Foreign Aero Clubs and Soaring Centers. Addresses to use when writing for information about soaring abroad.

The Cherokee II built from plans in New Zealand by Henry Christie, Trevor Taylor and John Williams, takes off on a winch tow.

