

movement which we pioneered in the late 'twenties has been entirely lost to other nations, the industry, the pilots, the enthusiasm and all that goes with it.

I don't want to exaggerate my case. We do admit that in the London Control Zone there is a perceptible dribble of traffic, amongst which gliders would be out of place, and although up to last March we flew around in it in V.F.R. in perfect safety, we have willingly accepted our exclusion from it. But we do not believe for one moment that this applies anywhere else in the U.K. airspace with the present pathetic traffic densities.

For years we were told that we couldn't have the facilities for small aircraft until the aeroplanes were there to show that they were needed. This is exactly like saying you can't have roads until you have the motorcars needing them. If we are to drag ourselves screaming into the second half of the twentieth century in aviation, we *must* install modern A.T.C. equipment, and until we do we *must* be left freedom to fly, so long as we show by the *facts* that we are *hazarding* no one else.

There is a curious law of Nature called Wills' Law. This states that *the severity of Air Traffic Control varies in inverse proportion to traffic density*. At an airfield in Outer Uist, on Tuesday before the weekly aeroplane arrives the Controller gets up early, bolts his breakfast, tears out to the airfield, and grounds all the seagulls two hours before its E.T.A. In New Zealand, where there is one airway and a handful of aircraft, cloud-flying is forbidden without radio throughout the length and breadth of both Islands. The restricted area round Salisbury, Rhodesia, is vast, so is the Manchester Control Zone, which has permanent I.F.R. to boot. London, with perhaps twenty times the traffic, has at least a smaller Zone than Manchester. When we come to busy places like Little Rock, you can (or could, when last heard of) arrive unannounced and land on a green light from the control tower.

Of course there *could* be a collision between a glider and an airliner—there could be one between a meteorite and an airliner—but the *fact* is that there never *has* been one, or even nearly one, anywhere in the world. When traffic drops below a certain density, it seems almost certainly true that control must *increase* collision risk—i.e. the risk of human error is greater than the random one,

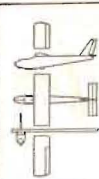
and here we come to one of the nubs of the problem. Would people prefer, say, two accidents for which they can afterwards blame someone, to one for which they could blame only God?

But if the picture regarding light powered flying is dark, with only a dim light ahead at the end of a long tunnel, in Gliding it is so far the reverse. Because we are a band of fanatical enthusiasts, but with a strong sense of responsibility and self-discipline, we have battled away over the past 15 years and managed so far to retain a degree of freedom which has enabled us to become the leading gliding nation in the world. In every World Championship since 1952 a British pilot or a British sailplane, or both, have won first or second place. Without government subsidy or support for prototype expenses or the like, British sailplanes have been exported to over 30 countries, and 30% of our production is exported. Two British sailplanes are the only British aircraft ever to have been sold to the Soviet Union.

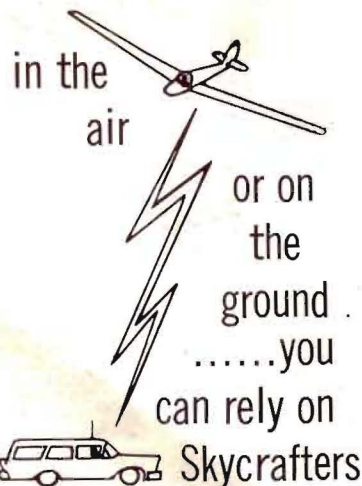
This, therefore, is an outline of our case—and I have reason to believe that many of you agree with much of it: indeed some of you are gliding fanatics yourselves—our case to be left alone, so that we can go on being one of the fields of aviation in which Britain leads the world.

JON D. CARSEY

It is with a great deal of sorrow that we report the passing of Jon D. Carsey on September 11, 1962. We will not attempt to list here his many contributions to soaring other than to say that he was currently SSA State Governor for East Texas, a Life Member of the Society and served as its president for a number of years. The November issue of *Soaring* magazine will be dedicated to the memory of Jon and will include tributes written by those who knew him best.



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