

# Letters

## Buena Vista Camp

Dear Lloyd:

Frank Lilly, Bob Brower and Sheldon Stafford of the Midwestern Soaring Association participated in the Buena Vista, Colo., July 4th get-together with Dave Johnson.

Dave was a terrific host and the lift was abundant. A milk run to Leadville was set up and all three of us got our Silver distance legs in our Ka-6. Brower's barograph paper fell off and he was robbed after a nice two-hour flight. I was towed from Leadville (elevation, 10,000') twice by Wally Leland in Dave Johnson's Super Cub. May have been highest tow in U.S.? We were the first to use a brand-new asphalt strip since the airport wasn't done yet.

A great mountain vacation with good soaring is available there and all soaring enthusiasts should keep this get-together in mind. Our thanks to Dave Johnson, Wally Leland and the others there for such a pleasant outing.

Frank J. Lilly

7714 Woodson, Raytown 38, Mo.

## 1965 World Championships

Dear Lloyd Licher:

May I comment on two points misreported in your November issue on the C.V.S.M. meeting? Our 1964 Nationals will be held at Lasham; South Cerney will not be available to us.

The entry recommended by C.V.S.M. for the 1965 World Championships was 60 aircraft, not half the ninety proposed by me. We are going to try to adhere to this, but could not possibly pay our expenses on any smaller number. It really seems rather vulgar, after the boundless generosity of the Argentine Government, that our rich country should be so mean as to refuse us financial aid, but so it is. The main consolation may be that we shall set a pattern which will enable other states, who up to now have been unable to do so for lack of finances, to offer themselves for future Championships, and so widen the field which was showing signs of petering out.

So the number of aircraft per country will be dictated by the imperative necessity to pay our way, as will the total number of aircraft accepted. If the entry fee frightens off too many, we shall have to cancel the whole thing, but I don't think this is likely to happen. Even 250 pounds sterling is only a minor proportion of the whole cost of sending a team.

PHILIP WILLS, *Chairman*

British Gliding Association, Artillery Mansions, 75 Victoria St., London SW1, England.

## Auxiliary Power

Dear Lloyd:

Sailplane auxiliary power seems to interest a lot of people. We have answered a number of inquiries on the subject and in doing so are generating a collection of data which, if organized, would yield an interesting treatise on the subject.

There are some new and startling possibilities in this field resulting from space-age developments and some old stand-by possibilities that have been tried successfully or not so, or have been merely proposed or neglected, as the case may be.

We have been urged to make available this material in some form but have been cautioned about the pitfalls of publishing something nobody wants. Possibly your interested readers will express to us their curiosity.

Interested people should send us two self-addressed stamped return envelopes and inside the flaps write MOTOR SAILPLANE.

STEPHEN DUPONT, *President*

Helisoar Aircraft, Inc., Box 603, Danbury, Conn. 06813.

## Clearance for Wave Flights

Dear John (Ryan):

Thanks to your efforts and that of the SSA Governmental Rules & Regulations Committee we now have a clearance to operate sailplanes in the positive controlled airspace above 24,000 feet.

There are two areas in Colorado in which we have clearance to do this. Both are approximately 30 miles square and are in fine mountain wave locations. Our Area #1 is in the vicinity of Pikes Peak and Colorado Springs. This is where most of our wave flying is done. In the winter and spring soaring flights up to 30,000 to 35,000 feet should be possible on frequent occasions.

Our other wave soaring zone is in the lee of the Sangre De Cristo Mountains in the vicinity of Westcliff. This location produces strong waves with the SW wind which we so often get in the spring. We hope to explore this wave more this winter.

Before each flight above 24,000 feet there are certain procedures to follow in order to obtain clearance from the Denver Air Route Traffic Control Center. Basically it involves a briefing to the pilot and a phone call to the Denver Center giving the pilot's name, address, sailplane identification number and estimated duration of flight within the sailplane area. Of course the Denver Center will also want to know which of the two high altitude areas we wish to use. These two areas are not for the exclusive use of sailplanes and it is possible that clearance will not be granted for a particular flight. We do not anticipate much trouble in obtaining clearances, however. We can close our flight plans through the Colorado Springs Radio. Two-way VHF radio is very desirable for wave flying but is not required for flying in the designated sailplane high altitude areas.

DAVID C. JOHNSON, *President*

Wave Flights, Inc., 625 Berglund Rd., Rte. 1, Colorado Springs, Colo.

## Mexico Clubs Double

Dear Sirs:

May we introduce ourselves as the second glider club of Mexico here in the State of Puebla. Our activities began on July 21st during the inauguration of our airfield and hangar.

A few of our members are planning a trip to the nearest soaring site in the U.S., and we beg you to inform us which is the closest soaring field to Mexico. We think that Dallas, Texas, is not so far from here.

Could you give us the address of that soaring place, in order to contact directly these people? We would appreciate very much your cooperation.

LOUIS P. KRAHENBUHL PAHUL, *Sec.*  
Planeadores de Puebla A.C., 5 Poniente No. 2114, Puebla, Pue., Mexico

## Materials 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, California.

Item 3. FAI soaring awards application forms.

Item 4. SSA membership application forms (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. List of Soaring Clubs. Gives club addresses, meeting times and places, flying sites and contact persons. Specify states desired.

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 Soaring Schools and Commercial Glider Operators in the U.S., giving location, equipment and prices, where known.

Item 10. List of Books on Soaring, where they may be obtained, prices and 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. For 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 add to this list. Latest revision date is Nov. 14, '63.

Item 30. Film Library List, with rules governing use of the films. Request from Walter B. Hausler, 67 Fisher Rd., Rochester 11, N.Y.

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