

# Letters

## Appeal to 1-26 Pilots

Gentlemen:

The major aim of the 1-26 Association will be to foster soaring through organized competition, keeping the 1-26 as a one-design sailplane. Competition will be organized on two parallel plans—1, local, regional and international meets, and 2, individual cumulative point scoring for a year's period, awarded by a standard system. Interchange of news and ideas will be through the Newsletter.

At the present time, new bylaws are being prepared for presentation, by mail, to the members for their comments and suggestions prior to final draft and acceptance. Therefore, it is urgent that every pilot interested in flying a 1-26 now becomes a member, so that he will have a part in the new structure of the organization, and so that the organization itself will be truly representative of the members. Only in this manner will the future growth and development of the 1-26 Association be assured.

All 1-26 pilots are therefore urged to join NOW, by sending one dollar for a year's dues to the Treasurer, Nate Frank, Box 338, Lexington Park, Maryland.

The basic unit of the Association is a Flight, composed of three or more pilots (members) who fly together. Two flight charters have been issued (October Soaring). Many more are needed. Establish a Flight in your area now by sending a letter of application to the president. It should contain the name of the Flight, a contact person, list the 1-26's with "N" numbers, and the names and addresses of the pilots in the Flight.

LOWELL C. YUND, M.D.

President, 1-26 Association

1624 Cleveland Ave., Wyomissing, Pa.

## Australian Clarification

Soaring has received a lengthy letter from W. P. Iggulden, 713 Nepean Highway, East Brighton, Victoria, Australia, President of the Gliding Federation of Australia (GFA), commenting on the anonymous account of the last Australian Nationals in the April issue. Space limitations preclude printing the letter; however, a summary of pertinent points made will be given here in hopes that it will correct any wrong impressions given of GFA's activities.

Australian regulations have not "almost stamped out amateur glider building" and GFA did not suggest the regulations. GFA was formed in 1949 to undertake responsibility for safe glider operations. This postponed the government's enforcement of regulations which did not distinguish between gliding and other forms of aviation. In 1958 the government revised its laws to exempt gliding from much of aviation regulation and delegated GFA to be the official watchdog of gliding. However, the government reserved the sole right to issue new Type Approvals. GFA did not suggest this. Thus proof of strength must be shown before new types can fly. Foreign ATC's are accepted without further proof. The reason for the hold-up of the BG-12A's C of A is that no strength calculations were ever submitted from the manufacturer, in spite of many requests, including an appeal to

SSA. The Swallow, Joey and Altair are examples of home-designed sailplanes that have received C of A's.

The Schneider ES-59 Arrow was not shelved for four years "because of regulations." In 1959 it was agreed that a replacement for the Nymph was needed. A year later a tentative design by Harry Schneider, foreshadowing the Arrow, was studied at the National Gliding School. In Sept., 1961, the Arrow design was submitted at GFA's Annual Meeting. It was approved and funds for development were voted. The prototype was finished in March of 1962. A delay of six weeks followed before it could be flown, caused largely by regulations, but GFA protested and arrangements were made to avoid similar delays in the future.

GFA is not a governmental body, rather it is under the control of the gliding movement itself. It has no penal clause or sanction but gets results by voluntary acceptance of its good faith.

## All-Points Alert!

F.A.I.

Comdr., Lowery, Air Force Base

S.S.A. President

S.S.A. Awards Committee

N.A.S.A.

F.A.A.

F.B.I.

Wave Flights

Ref: Dale S. May

After numerous attempts at Tehachapi, Bishop, Colorado Springs, etc., in all types of sailplanes, with untold funds and nothing but failure the above character has become desperate.

On top-secret information we know above-named character is attempting to smuggle one or more sealed barographs into the Lowery High Altitude chamber. Although we suspect his motives for these contraband tracings information is incomplete.

Description: 6'-4", 247#, Flabby, Ugly, Appears 50-60 years old. Articulate only when bombed.

Warning: Although not usually armed can become violent and dangerous when hears words "Diamond Alt.," "Mullen," Gold #151, Diamond #28, Waves, etc. Termination of reaction usually ends in Grand Mal Seizure with Jacksonian mani-

festations on left side. May froth at mouth, bite tongue, become incontinent of bowel and bladder. Best time to frisk him for barographs is during unconsciousness that follows as large fat folds can be unfolded and searched.

Illinois Committee of

Clean Livers and Honest Johns

## A Sad Loss

Dear Lloyd:

All who had met Mrs. Gail Whitney Stur at the NW Soaring Championships will be saddened to learn of her untimely passing in September at the age of only 24, of an incurable illness. As an SSA Family Member and wife of SSA State Governor Louis Stur she was a most charming registrar and hostess at Sun Valley. She will be missed at any future meet there. Im sure I speak for all who knew Louis in extending to him our sincerest sympathy for his loss.

ROBERT LEE MOORE

Rte. 1, Box 351-C, Richland, Wash.

## Canadian Air Scouts

Dear Sir:

I was interested to see in the October issue, a picture of Canadian Scoutmaster Lou Phillips and to read that he has been trying to get Air Scouts officially recognized in Canada. He will be interested to know that the first Canadian Scout Air Squadron was, in fact, officially formed on June 1, 1963. The Squadron is based at a private airfield near St. Jerome in the Laurentian Foothills and comprises scouts from various Troops in the general Montreal area. The Scouts own a Schweizer 2-22 which originally belonged to the Vultures, Inc., of Madison Heights, Mich. Formerly N91835, it now bears registration CF-PBJ.

The training programme for the Scouts includes meteorology, navigation, airman-ship, air regulations and theory of flight. This is supplemented by films on aviation and, of course, flights in the glider.

With the precedent having now been set, possibly Scoutmaster McPhillips will be able to form a similar squadron in Winnipeg. Here's wishing him luck.

GORDON BOOTH

Assistant Scoutmaster

16 Chenier, Ste. Therese, Quebec



The Cherokee III sailplane constructed over a three-year period by Laurence Cook of Harrisburg, Pa. Its first flight was on July 22, 1963. Modifications over Stan Hall's Cherokee II design include a 2-ft. longer wing with square tips and skid plates, a 1-23 canopy, modified turtle back and the addition of wing fillets. The wing leading edge is 1/16" plywood back to the rear spar. The ship is covered with Ceconite #103, butyrate dope finish, white with orange trim. Empty weight is 347 lbs.