

tions with Aero Service of B.C., who will do the rejuvenating job of the "Bubble."

Elections were held in January. Don Knight, president, and Franz Waidman, secretary, have another year to serve; Don Skinner was re-elected as vice-president; and Jim Britton is our new treasurer. The treasurer's job must be a heavy burden because our faithful treasurer for the last few years, Rene Bosshart, takes a leave of absence for a year. CFI is Adolf Kohlfuerst again.

With a Bergfalke in sight the club can look forward to a very active 1964.

SIG SCHOLZ

## Gatineau Gliding Club Box 883, Ottawa An SAC Member Club

Well, there's hardly enough snow here for skiing but too much for soaring. Glenn Lockhard and Dick Flint and your reporter went out to Pendleton Gliderport the other Sunday—March 1st—and waded through the snow from the road to the hangar, that's 500 yards or so. We have had a very easy winter so it's not bad out there. We measured the Challenger for a tow rig and had a general look-round. Caretaker Lawrence Wylie turned up too—he lives a mile away but somehow senses any movement around the field.

Maybe we'll be flying by Easter if this weather continues.

We are preparing for the annual Pendleton spring meet, May 16-18, and for a full week's operations for the preceding week. So the field will see ten days of activity, May 9-18. Visitors are welcome. Instruction and aero tows available all 10 days. Soaring usually good at this time. Accommodation in clubhouse, bring

bedroll. Registration free for SAC and SSA members, others \$20 for half-year fee.

Les Staples is coming along well with his BG-12 fuselage and empennage. He expects to finish them this spring and build the wings next winter. This will be the first BG-12 seen in this area.

Glenn Lockhard is recovering one of the club's two 1-26's and has the fuselage and tail about done except for color coats. The plastic nose and metal turtle-back will improve the appearance and durability. This ship, the one bought from Wilkins and Perrucci of the Elmira club, was the first 1-26 kit sold.

There has been a great deal of interest in the two Tiger Moths we have for sale, and they shouldn't stay around long after the field opens. The classified ad. in *Soaring* produced many replies.

D. KING

## York Soaring Association Box 153, Don Mills, Ont. An SAC Member Club

By now we should have started the 1964 season, a year in which we hope to make more and longer flights than ever before. This year, with our members' quickly-growing skills, shall see our first Silver badges. Also, we have decided to "play down" the use of the winch except for training purposes. To this end we are searching for another tow plane to ease the load on our Auster. Work on the BG-12 is proceeding well and it should fly in the late spring. Until then we shall continue with our two Doppelraab two-seaters and the singleplace L-K.

DERYCK A. BROWN

# Letters

## Chapter Rebate Rebated

Dear Lloyd:

Enclosed is our check for \$205.00 to cover SSA memberships for 1964 for members of our SSA Chapter.

I, of course, have noted over the past few years the financial difficulties of SSA. It seems to me that it is the obligation of anyone engaged in soaring to do his utmost to support SSA in any way possible. It is my further feeling, and that of our organization, that we do not need or deserve any special privilege because we maintain a full membership in SSA. For these reasons it is our desire that you retain in the SSA general fund any refund to which we might be entitled due to 100% membership in SSA.

I can only hope and suggest that other soaring organizations might join us in this further financial support of our national organization.

CHARLES D. GLATTLY, *Treasurer*  
Nevada Soaring Assn., Inc.,  
Box 1064, Reno, Nev.

## Heresy or Horse Sense?

Dear Lloyd:

As a non-soaring member of SSA, Pete Bowers' Editorial in the January *Soaring* sounds very good to me.

If enough members favorably respond to the editorial a design competition similar to the one by EAA may be in order.

MILAN S. WAKEFIELD, D.D.S.  
Box 2487, Carmel, Calif.

Gentlemen:

Regarding your editorial of the January issue, "Some Comments on Modern Soaring—Heresy or Horse Sense?" I think it is the best discussion I have ever heard on our problems of soaring.

If possible, an inexpensive "Tin Lizzy" of the air (even self-propelled) should be constructed that will operate from close-in airports that can give soaring to everyone—15-minute personal flights are more impressive than watching the greatest "Diamond" man in action. Maybe some one can put tricycle gear on a Schweizer 2-22 with some "visible-means-of-support"; this would make a tough workhorse.

DON DAVIS, *Architect*  
39 Nieto Ave., Long Beach 3, Calif.

Dear Sirs:

Please send me the co-ordinates of the Wortmann airfoils as described on p. 16 of the January 1964 *Soaring*. I enclose a money order of 50¢ for them.

I am trying to develop a simple, inexpensive way to construct wings for light aircraft and may, in a few months, have something of interest to soaring enthusiasts.

I agree with most of Mr. Bower's conclusions in his article "Some Comments on Modern Soaring—Heresy or Horse Sense?" but I don't think that a ground-stable sailplane is necessary or even particularly desirable. Low-performance sailplanes would probably be used mainly in club operations where there would not be any shortage of manpower, and the author himself minimizes the necessity of ground stability for high-performance sailplane.

RICHARD YARROWS  
411 Walsh Hall,  
Notre Dame, Ind. 46556

## FLY WITH THE FLYING GEHRLEINS

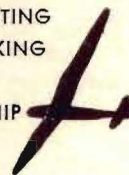
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