

FAA Docket 64-WA-9 Withdrawn

The following telegram was received by SSA President, William S. Ivans, in reply to his wire to FAA Administrator, Najeeb E. Halaby, regarding FAA's final action on the proposed lowering of the positive control down to 18,000 feet. (Air Space Docket 64-WA-9).

"William S. Ivans
President
Soaring Society of America, Inc.
National Soaring Contest
McCook, Nebraska

Reference your message of July 1 to Mr. Halaby. As a result of our evaluation of the comments received from the various individuals and organizations concerned, the proposal to lower floor of positive control area to 18,000 feet, Air Space Docket 64-WA-9 has been withdrawn.

S.A.A. Warren
AT1 Director
ATS, Wash. D.C."

And so, temporarily, soaring has gained a respite from the restric-

tive ruling. Temporarily, because in a couple of years, without doubt, the FAA will come up again with the same proposal or a variation of it. In the meantime, the SSA Air Space Committee will continue to accumulate further evidence that soaring operations do not pose a threat in the air space and to enlighten our Senators and Congressmen so that they can help us to keep the air free.

Credit for the great bulk of work necessary to prepare an effective case against the proposed ruling must go to John Ryan, Chairman of the SSA Airman and Operational Ruling Committee who acted as FAA liaison man for the SSA and Doc Mosher of the Air Space Committee as well as to the many SSA Officers, Directors, State Governors and members who wrote to their Senators and Congressmen protesting the regulation. Considerable assistance has also been given by the NAA and the NPA (National Pilots Association) who, in their letters to the FAA pointed out that the proposed lowering of the positive control area floor would seri-

ously limit sailplane operations in the U.S.A. and stifle future progress.

AD Notes on Ka-2Bs and Ka-6s

Owners of Schleicher Ka-2B and Ka-6 sailplanes, serial numbers 180 through 245, should be aware of the FAA Airworthiness Directive 64-14-6 now in effect, requiring the inspection for cracks of forward horizontal stabilizer fittings, above the welded seam on the fuselage, and replacement by new ones. Cracks are believed to be caused by excessive hardening due to welding. Methods of checking for excessive hardness, by use of file, is specified in Schleicher Special Inspection for Models Ka-2B and Ka-6 dated July 12, 1961.

Compliance is required within 10 hours' time in service after the effective date of AD 64-14-6, July 23, 1964.

Copies of all AD notes are sent to all mechanics with IA ratings and are on file at all FAA offices. Aircraft owners may obtain copies from the Publishing and Graphics Division, Federal Aviation Agency, Washington, D.C. 20553.

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