

plane if somebody could produce one at a reasonable price. There should, as Mr. Bowers says, be a Model-T. All we want to do is fly safely not enter the Olympics. One other question. What's wrong with auto launch? If it used to be effective why isn't it now?

ROBERT THOMPSON
501 Woodbury Rd., Glendale, Calif.

Dear Lloyd:

I have just finished reading Mr. Bowers' article in the January issue of *Soaring*, and feel so strongly that I am writing to you as I have written to him.

Let us at once recognize the innocent-sounding ramblings of Peter Bowers for what they really are. They champion a philosophy which is the greatest danger the sport will ever face! And it is a great American Philosophy — the great give-away.

He (Bowers) would have the sport modify itself to fit the individual. This happened in the outboard boat area and also in model plane building. In the model plane hobby, there are just a few old-timers left who are genuine. Their's is a dying thing, for these people will not be replaced by youngsters used to the easy way of assembling plastic parts.

Ours is a great sport and the rewards are soul-satisfying. If the price is high in money and effort, that is because nothing worth while is easily won. I want the sport to develop, but not along the lines visioned by Peter Bowers.

We in soaring should ask ourselves, "Do we want it made easy?" Will the rewards remain? Will we continue to increase our ranks with people who contribute to the sport or do we want those who only take and give nothing?

Mr. Bowers is chipping away at our safeguards, our very foundations which he doesn't think exist. His is the typical plane-builder's answer—a "new" design. But the design is not new and he will not find a solution to our problems because he does not even understand our problem.

The problem is the public and the price demanded by soaring is *RIGHT*.

SPUD KOHLER
11014 Detroit, Cleveland, Ohio



From Skrzydła Polska

FEBRUARY . . . 1964

IN MEMORIAM

Edward J. Robinett

The entire soaring fraternity has suffered a deep personal loss and is left saddened by the untimely death of Edward J. Robinett.

"Robbie," as he was affectionately known to all of us, was always on hand to instruct, tow aloft, assist in work operations or captain special committees and to give unstintingly of his time and encouragement to all facets of flying.

As one of the early enthusiasts of desert flying, he instructed and helped pass on his knowledge without reserve to scores of fledgling sailplane pilots from all over the United States and from several foreign countries. "Robbie" was exceedingly patient, kind, and understanding, and possessed the rare ability of correcting a student and instilling and motivating him to greater perfection in the art.

"Robbie," one of the founders of the Antelope Valley Soaring Club, served well and held all offices at various times. As Chief Instructor of this organization, he encouraged and helped the entire membership in the achievement of awards and in safe flight operations. One of his many and varied contributions was the untiring work with the Air Scout Club teaching and directing this fine youth group in a worthy pursuit of aeronautical skill and knowledge.

Words seem inadequate to express the deep sadness and loss we all feel. The soaring world lost a devoted member on November 9th in the last tow plane flight of Edward J. Robinett, Silver badge pilot number 206.

PAUL LAFREINIER

New FAI Award Chairman

Miss Helen Dick of San Diego, Calif., has stepped down as chairman of the SSA FAI Awards Committee after over a year of devoted service to the Society in this capacity. Her "freedom" was short-lived, however, for she was prevailed upon to take up the reins as SSA State Governor for Southern California for 1964. She groomed Miss Helen Navoy ("Navy"), also of San Diego, as her successor in the FAI awards work. Navy has served as scorer at the Nationals a number of times and can be expected to follow the good example set by her predecessor.

Calendar

Items listed in bold-face type are to be sanctioned by SSA.

Feb. 22, March 21. 1-26 Regatta, Sky Sailing Airport, Fremont, Calif.

Feb. 29 - March 1. 18th Annual Pacific Coast Midwinter Soaring Championships, Torrey Pines Gliderport, 12 mi. N. of San Diego, Calif.

April 3-5. Spring-in-the-Air Soaring for Fun, Illini Airport, Urbana, Ill.

April 11-12. Wave Soaring Weekend, Cumberland, Md., Municipal Airport.

April 25-26. Fly-In for Home-Built, Sailplanes and Antiques, Portsmouth, Va., Airport. (Rain date, May 2-3.)

May 16-18. Informal Victoria Day Week end Soaring Meet, Innisfail, Alta., Airport.

May 28-June 1. Mid-Atlantic Regional Soaring Competition, Westminster, Md., Airport.

May 29-31. Soaring Meet, Ft. Dodge, Iowa.

May 30-31. 1st Annual Hawkeye Soaring Contest, Ft. Dodge, Iowa.

June 21-28. Philadelphia Gilder Council Open House Week, PGC Gilderport, 5 mi. N. of Chalfant, Pa., on Hwy. 152.

June 22-Sept. 4. EASC Summer Soaring Camp, Harris Hill Gliderport, Elmira, N.Y.

June 30 - July 9. 31st Annual U. S. National Soaring Championships, McCook State Airport, 8 mi. N. of McCook, Nebraska

July 14-31. Annual Marfa Soaring Camp, Marfa / Alpine, Texas, Airport.

Clubs are requested to notify Soaring magazine as soon as they set dates for any soaring event.

To obtain SSA sanction for a soaring competition or meet, obtain application forms and instructions from Sterling V. Starr, Chairman, SSA Contest Board, 820 Gage Dr., San Diego 6, Calif. Submit application form to the same address with \$25 fee (\$10 for SSA Chapters).