

magazine as soon as possible and is just now in the process of being mailed to our membership — over 2 weeks after the expiration of the original time available for comment. In fact, the average SSA member will not have time to read the information in the magazine, formulate an opinion, transmit this opinion to his SSA representative, and permit these representatives to pass this feeling on to Washington within the additional 27-day time granted by the Agency. The SSA strongly urges that any and all rule making be scheduled so that a very minimum of 90 days is available for study and comment. Unless such time is allowed, the individual is, in effect, deprived of his democratic opportunity and effectively prevented from expressing an opinion, either directly or through his representatives.

The SSA wishes to point out that the representatives who will attend the conference in Washington on May 27th will be doing so at their own expense of both money and time. In order to eliminate the necessity of another trip on the part of these gentlemen, SSA requests sufficient time and the necessary personnel be programmed to completely cover air-space utilization as it affects gliders.

The Soaring Society of America, Inc., wishes to make the contents of this letter and all previous communications with the Agency on this matter a part of the record for consideration.

The Soaring Society of America, Inc.
John D. Ryan, Chairman

The SSA membership should be keenly aware of the extremely serious impact that these proposed regulations will have on soaring. Lowering the floor to 18,000 feet is only the first step in a downward movement which could go as low as 8,000 feet, or perhaps some day, to ground level.

Members should express their individual feelings on this subject to their Senators and Congressmen, as well as the FAA, WITHOUT DELAY.

Meeting with the FAA

On May 27th, John D. Ryan, SSA Vice President and Chairman of the Governmental Rules and Regulations Committee, Donald A. Mosher, Chairman of air Space Committee and Paul Schweizer met with the FAA in Washington, D.C. to present the Society's views on the proposed lowering of the APC floor and discuss other air space matters that may affect soaring. The meeting was arranged at SSA's request and lasted four hours in an atmosphere of mutual cordiality. The FAA took into the consideration SSA's objection to the ruling, though no positive action has resulted from the meeting.

1-26 ASSOCIATION NEWS

by RICHARD MILLER

If you are of a melancholy disposition, or given to fits of depression, if you are pessimistic by nature or have some vital flaw of nature that causes you to rebel at the recounting of good news then you are invited to turn to some less jocund part of this journal such as the want ads or financial reports. Otherwise the unremitting good news, the sparkling optimism and bustling brightness of this 1-26 column is liable to nauseate you. You have been warned. Read on at your own risk.

We might as well begin with that hot bed of 1-26 activity, Les Arnold's Sky Sailing Airport in Fremont, California. The availability of rental 1-26's (3), plus the generally good soaring during the winter and spring months, plus the presence of many enthusiastic pilots has made Les's operation a natural location for one-class competition. There has been a Regatta at Sky Sailing every month thus far during 1964 and the participation has been noteworthy.

Perhaps the strongest feature of the Sky Sailing Regattas has been the task setting. Some pilots are private owners, others rent; some have hundreds of hours and others have only recently soloed; some, like 14 year old Ian Wotherspoon, are quite young and others are older than they'd like to admit. Yet the tasks have managed to equalize these differences as much as possible without taking the bite out of them. For the most part these have been assignments like precision timed flights, small triangles and spot landings. The tasks are decided by the pilots themselves on the morning of the contest day and are determined to a large extent by the way the weather is shaping up.

Fourteen pilots participated in the April 11th meet and several demonstrated a remarkably high degree of accuracy in flying. The contestants were to make a precision flight (measured from the time the wheel starts to roll to the time it stops rolling) of one-half hour and include a spot landing. Three pilots—Palmer, Page and Mc-

Donald—tied for first place with deviations of only five esconds! By virtue of a three and one half inch spot landing Russ Palmer was the overall winner—for the second month.

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Meanwhile, back on the Atlantic coast there's more activity afoot. A recent letter from Doc Yund, President of the 1-26 Association, informs us that the annual regional competition of the Middle-Atlantic Soaring Association (May 28 to June 1) will incorporate a 1-26 class competition. The 1-26's will fly the same tasks as the other pilots but will be judged separately. Trophies will be awarded by the Capital Area Soaring School (Lewis Tuttle) of Leesburg, Va. Anyone wishing to participate is urged to contact Mr. Joseph Varner, 632 Deep Dene Road, Baltimore, Md.

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It is our understanding that four of the Schweizer school sailplanes will be made available during the coming 1-26 Regatta to pilots in the eastern, mid-western, southern and western sections of the country who make the best showing in regional competition between now and September. This seems to be a goal worth shooting for. The Northern California group hopes to be able to finance at least part of the trip of the chosen Western Champion from the contest entry fees which are being collected at the Sky Sailing Regattas. We hope that other areas of the country follow the lead of the Northern California group by establishing organizations which can promote contest activity and help in the choice of a Regional Champion. It would be a shame to let those 1-26's go to waste.

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The grapevine gave a quiver the other day and when it stopped shaking we had the following information. Schweizer 1-26 No. 250 has come off the assembly line. It is reputedly the fanciest 1-26 yet turned out with many 2-32 style appointments. The colors of number 250 are white and gold.