

Letters

A Letter From Mrs. Jim Rhine

Dear Lloyd:

Jim is doing much better. He is feeling fine and said to tell you he would be in high gear for the '65 Nationals if they could use him at the timing gate or whatever they would like him to do.

You cannot imagine how wonderful he felt when he received the telegram from the Soaring Society. He got it the day he got home from the hospital. It thrilled him tremendously and he wants to express his deep gratitude to the SSA members.

JIM and GERRY RHINE

P. O. Box 1345
Tulsa, Okla.

Jim and Mrs. Rhine manned the starting gate for the Nationals at McCook, Nebr. Jim suffered a heart attack during the contest and spent several weeks at the hospital. We are happy to see that he is well on his way to recovery and planning to give his valuable assistance at the next Nationals. Ed.

Letter of Appreciation to FAA

The following excerpt from a letter written by John D. Ryan, SSA Vice President and Chairman of Governmental Rules and Regulations Committee, to William J. Schulte, Assistant Administrator of the FAA, expresses the pleasure of the Soaring Society of America upon the withdrawal of the Docket 64-WA-9, lowering of the Area Positive Control ceiling.

Mr. William J. Schulte
Assistant Administrator
Federal Aviation Agency
Washington, D. C. 20553

Dear Mr. Schulte:

The Soaring Society of America, Inc. wishes to express its pleasure at the Agency's decision to withdraw proposed rule making in the matter of Area Positive Control being lowered from 24,000 to 18,000 feet. The SSA is extremely pleased to note that the Agency is "planning to examine the value of a statistical analysis" as we feel that this will provide valuable information heretofore unavailable from any source. In the Docket covering 64-WA-9 the Agency will find valuable suggestions and samples of similar studies which have been made in other countries and we will be more than pleased to provide additional information and figures for evaluation whenever requested.

When I was in Washington last month I called on Mr. Daniel E. Barrow of the FAA Airspace Regulations and Procedures Division. Although I had no ap-

pointment, he most graciously spent most of an afternoon and evening discussing FAA/SSA airspace problems. I am certain that several areas of misunderstanding between our Society and the Agency were cleared up at that time. Furthermore, although we still maintain that many of the points which we brought up in our opposition to Docket #64-WA-9 are most valid, Mr. Barrow was most cooperative in initial discussions which might lead to a reasonable solution of the problem of Soaring vs. Area Positive Control.

Our membership is certainly cognizant of the needs of other airspace users and we only wish to work out arrangements whereby our opportunities to fly are not restricted to the point of uselessness. While talking with Mr. Barrow, I suggested a test program be instigated in order to determine the suitability of controlling sailplane traffic by means of radar, center-pilot communications, and pilot provided position and altitude information. Mr. Barrow was most cooperative and suggested that he would personally supervise such a program from the FAA standpoint. I have consulted with the SSA Executive Committee, and they have given their approval—I will contact Mr. Barrow on my next trip to Washington in order to discuss additional details in this matter.

I would appreciate it very much if you would convey to Mr. Halaby our sincere pleasure over the decision in the matter of #64-WA-9. We feel that it was most wise to stop implementation of this additional control, particularly when there are so many objections which need study and evaluation in great detail by the Agency.

Sincerely,
THE SOARING SOCIETY
OF AMERICA, INC.
JOHN D. RYAN
Vice President, Chairman,
Governmental Rules and Regulations Committee

Elfe vs Cherry Tree

I have read with great interest the three parts of Mr. Moffat, "The Modern Sailplanes". It is particularly refreshing to note that there are still soaring pilots who don't judge a sailplane solely by its L/D but also by its rate of roll, and the circling speed. Concerning the Swiss Elfe MN, it seems that not only the New England country might be a difficult place to land in with such a sailplane, for during the Swiss Nationals Mr. Neukom wrapped it around a cherry tree due to malfunctioning of the brake chute.

GEORGE H. WIEDERKEHR
13161 Reedley St., Pacoima, Calif.

Calendar

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

Nov. 26-29. Snow Bird Soaring
Contest. Harris Hill, Elmira, N. Y.

Jan. 23-24. **SSA Directors Meeting, San Diego, Calif.**

CLASSIFIED ADVERTISING

Classified ad rate is 15 cents per word. Make checks payable to SSA and send with ad to SOARING, Box 66071, Los Angeles, Calif. 90066.

SAILPLANES FOR SALE

FAUVETTE 905, newly licensed. Dale May, 608 S. Can Dota, Mt. Prospect, Ill.

FOR SALE: 2-22C #56. Best paint job in country. Approximately 60 hrs. First offer over \$2500. Bob Tucker, 222 No. Kansas, Liberal, Kansas.

STANDARD AUSTRIA. Fully instrumented with trailer, licensed to July 1965. Leslie J. Bennis, 609 No. Ardmore, Los Angeles, Calif. 90004. Phone 685-3712.

1-26A and trailer, basic instruments, 255 hours TT. Recovered EONNEX, Dr. A. J. Owens, 3007 Melbourne Dr. San Diego, Calif.

LK-10A FLATTOP. Wings recovered 1964. Dr. Raspet method which eliminates rib stitching. Single bubble/double bubble conversion, 15 seconds. Rapid Ass'y. (My son and I, 30 minutes average) Exc. condition. Exc. performance—Made 216 mile goal flight in Maryland. \$2250 with trailer. George Church, Baldwin, Maryland. Phone LYric 2-7082.

TWO 1964 Model 2-22Es. Rear doors, opening L.H. windows, snappy paint jobs. Northeastern Light Aircraft, Inc., Box 100, Ballard Vale, Mass. 01810. Phone 617-475-1902.

LK-10A. Excellent condition. \$1900. with trailer, and oxygen. Louis Stur, Sun Valley, Idaho.

BABY BOWLUS and trailer, licensed to 1/65. \$750. For quick sale. Box 213, Anaheim, Calif.

1-23, serial #8, licensed to July 65, good club ship, \$3300 with trailer, instruments. Bill Shipman, 312 N.E. 35th Place, Portland 12, Oregon.

SAILPLANES WANTED

WANTED. Medium performance single seat sailplane or two-seat trainer. Must qualify for Canadian C. of A. Send details to: J. Wynen, 304 Des Chatelets, Apt. 8, St. Foy, Quebec, Canada.

WANTED: Late Model High Performance Sailplane, have CASH for best buy or will trade any make or model 1965 Brand New Car. Joe Conn Rental, 1823 High Bridge Rd., Cuyahoga Falls, Ohio.

PLANS AND KITS

Send \$.25 for information on Briegleb B-12B sailplane plan and kits, also school brochure. Sailplane Corporation, El Mirage Field, Adelanto, California.

OXYGEN...EQUIPMENT

SALES & SERVICE
REGULATORS—MASKS—VALVES
PORTABLES & CYLINDERS
FIXED INSTALLATIONS

GOV'T. APPROVED REPAIR STATION
LEP AERO Phone: SP 2-1421
EL SEGUNDO, CALIF.