

Ever had Anoxia?

PILOT'S DAILY LOG		REMARKS	ALTITUDE
DATE	TIME		
11/2/64	0941	Take off for Wana - Bishop	4118'
	1014	Release in Wana - Amos	10,280
	1018	Climbing 1100 FPM	12,400
	1030	"	16,050
	1039	Still climbing	19,850
	1048	Very cold - 8°F	23,000
	1057	Climbing 78 MPH	26,400
	1110		28,150
	1123		30,500

Don't take chances with your life by using inadequate or out of date oxygen regulators and associated equipment. 24 months should be the maximum time between overhauls if you desire an adequate degree of safety when flying at altitude. RAINCO stands ready to serve your needs and maintains stocks of Zep Aero cylinders, masks, regulators, fittings and hardware for your every requirement as well as furnishing FAA Approved service and overhaul arrangements. Write for information and prices, stating your maximum altitude and duration requirements as well as sailplane make and model. Don't forget our stocks of other instruments, radio communications equipment and accessories. Write us direct or contact Graham Thomson, 11409 Waterford Street, Los Angeles, California.

RAINCO
RADIO AND INSTRUMENTATION
FOR THE CRITICAL SOARING PILOT.
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HELPING OUR TEAM TO ENGLAND

by TED SHARP, SSA Treasurer

The next World Soaring Championships will be held in England in May 1965. What happens between now and springtime will determine whether we can send a team and whether we, as a National organization, can provide the proper support for it.

As Treasurer of the SSA, I have a very direct interest in the fund raising for this very important soaring event. Regular SSA funds are not used for the International team, therefore, those funds which have been donated by various members and friends of the SSA, are kept in a separate account where they draw substantial interest. The residue from the last World Championships, plus some modest contributions, now amount to \$320.50. From this we must start to build a fund to send the Team to England.

First we need the entry fee, which will amount to \$840. This has been assessed by the British Gliding Association on the basis of \$210 per entry.

Secondly, the Directors of the

SSA, during the mid-summer meeting at McCook, Nebr., voted to lend, if needed, to the International Team Fund the money for the entry fee to cover a FULL team, i.e., four sailplanes and crews. At least our team will not be shut out for failure to come up with the initial deposit by September 15, 1964.

For the past several years, at least while I have been Treasurer, it seems to me that the funds have been supplied by the following: a. few individuals of very affluent means whose interest in soaring is substantial; b. few large industrial concerns; c. the contestants themselves (one third) and d. many SSA members of modest means whose contributions, as they renewed their memberships, made up the bulk of the fund.

The receipts and disbursements for the Argentine Meet were approximately \$8,800. This did not, of course, include such important items as overseas transportation provided through the NAA and

many logistical items furnished by the Argentine Government. This did include, insurance, personnel travel, clerical and equipment.

Now, where do we go from here? Can't we do any better than that? Can't we provide a substantial part of the expense money for "Our Team"? I believe we can. I think that we just have not done our best in the past. Individual efforts have been great and in some cases groups of individuals have raised considerable amount of money. But now is the time for all our clubs, sailplane groups and aviation organizations to get behind the effort to raise the money and send the Team to England.

One organization in Southern California, the Icarian Flying Club, consisting of a group of power plane pilots, has taken on this task as a project for the coming year. They have sponsored a "hangar dance" at the Van Nuys airport in order to raise funds expressly for the Team.

With this example, can't our Chapters and Clubs, as well as other affiliated organizations, sponsor events to raise the necessary funds?