

THE TURN OF THE SCREW If the governmental agencies which oversee construction and licensing of German sailplanes have their way the lives of Herrn Scheibe, Schleicher and Schempp will be considerably complicated and the prices of their sailplanes increased unnecessarily. One proposal would require that all sailplanes be given a complete flight test, including spins, before delivery. This would require costly aero-tows and would be a serious obstacle to delivery during the winter. Regulations concerned with inspection during production would subject an *L-Spatz* to the same sort of meticulous scrutiny during its construction that a *Starfighter* receives. All mate-

rials used in construction would be re-inspected and issued a record card upon arrival at the factory. This would mean one record card for each length of tubing, each plank of wood, every bolt of cloth. Entries would then be made showing where the material for each part of each glider came from and all small components such as ribs and fittings would require official inspection and acceptance. If these regulations were to be adopted it might be necessary to raise prices by as much as five or 10 percent. The manufacturers contend that there is no evidence that would seem to call for the implementation of such stringent and costly methods.

Bibliography on Soaring

Recent articles or items on soaring which have appeared in non-soaring publications.

Air Progress, February/March, 1966, pp. 45-51, 70-72, "How Poland Won the World Soaring Crown" by Richard Miller. Coverage of the World Gliding Championships at South Cerney including many photographs of the participating sailplanes.

Christian Science Monitor, Feb. 5, 1966, p. 19, "Try Smooth Sailing — on an Ocean of Air," by Virginia M. Black. A well-written and nicely balanced introduction to gliding. One picture, a swept-tail 1-26 over Calistoga, California.

National Aeronautics, March, 1966, pp. 6-8, "One For the Sisu," by Wm. S. Ivans. The description of task flight during last year's Western Regionals. Includes one photo by George Uveges.

Paris Match, July 10, 1965, pp. 43-54, "Je Suis Champion du Monde de Vol a Voile" by Francois Louis Henry, with photos by Francois Pages. Seventeen color photographs and ten additional illustrations accompanying text by the Standard Class Champion and Yves Margueritte to make up probably the best, most exciting coverage of gliding ever done by a major magazine.

Advertising Deadlines

Very sharp-eyed readers of *Soaring* will have noted that the closing date for classified ads has been set back from the 12th to the 10th of the month preceding publication. This change was necessitated by a slight readjustment in our printing schedule. Display advertisers are reminded that our closing date for ads which contain copy to be set is the fifth of the month preceding publication.

Youngest Silver Badge Holder?

Jeff Yund, the son of Ruth and Lowell Yund of Wyomissing, Pa., recently completed requirements for his Silver badge with a five-hour flight on a 500-ft. ridge near Blue Mountain. The flight was made in the family 1-26. Jeff, who is 14 years, nine months old, is believed to be the youngest American pilot ever to complete a Silver badge. When Jeff gets his hands on the *Libelle* which the Yunds are expecting in July he will be in an excellent position to eclipse the feat of Jack ("No Mag") Arkovich who completed his Diamond badge some years ago at the tender age of twenty.

Stevenson-Ebentheuer

The German firm of Stevenson-Ebentheuer which recently began advertising in *Soaring* is made up of S.S.A.-member Dave Stevenson who went to Europe to gain experience in the soaring equipment business at the Schiebe Company, and Isa Ebentheuer, a multi-lingual soaring enthusiast. Dave and Isa have established themselves as a mail-order discount house selling German instruments, accessories, and new and used sailplanes, direct to customers in the United States. In addition to their business relationship Dave and Isa are also engaged to be married.

Free Advisory Circulars

The following four advisory circulars, culled from the FAA Advisory Circular Checklist, dated 9/1/65, are of possible interest to *Soaring* readers. They may be obtained without charge from the Federal Aviation Agency, Distribution Section, HQ-438, Washington, D. C. 20553. When requesting circulars a preaddressed label will help speed the mailing.

20-27 Certification and Operations of Amateur-Built Aircraft (7/31/64). Provides information and guidance material for amateur aircraft builders.

20-28 Nationally Advertised Aircraft Construction Kits (8/7/64). Explains that using certain kits could render the aircraft ineligible for the issuance of an experimental certificate as an amateur-built aircraft.

21-.25-1 Use of Restricted Category Airplanes for Glider Towing (4/20/65). Announces that glider towing is now considered to be a special purpose for type and airworthiness certification in the restricted category.

61-6A Glider Pilot Examination Glide — Private, Commercial, and Flight Instructor (5/1/65). Outlines basic requirements for glider pilots and assists in preparing for the pilot examination.

Reprint Service

SSA has recently acquired a dry-process copy machine and is now able to offer a reprint service. For 20 cents per page, copies of articles from out-of-print *Soaring* magazines may be ordered since SSA has a complete set of the magazines. SSA has an extensive collection of literature on soaring also, including books, OSTIV publications, magazine articles, etc., so copies of pages from this literature may be available on the same basis where permission is obtained from the publishers.

March Mailing

A breakdown of the stitcher at the printers last month caused a delay of several days in the delivery of *Soaring* to the SSA and, consequently, a delay in the monthly mailing. Such occasional delays are unavoidable, but quite rare.