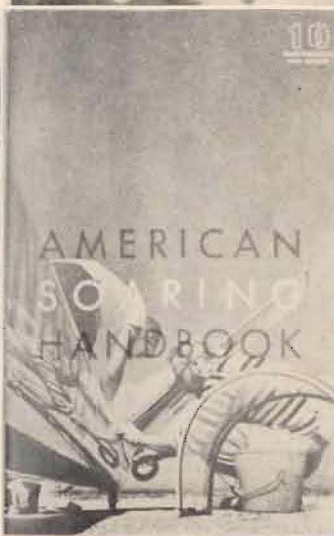
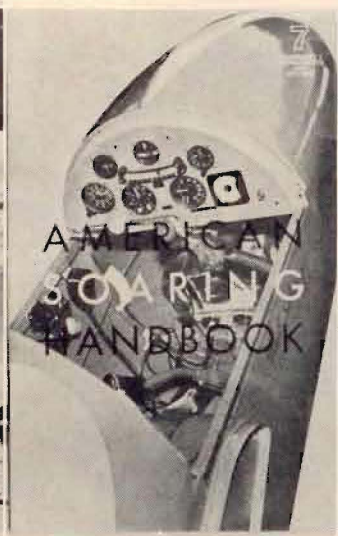
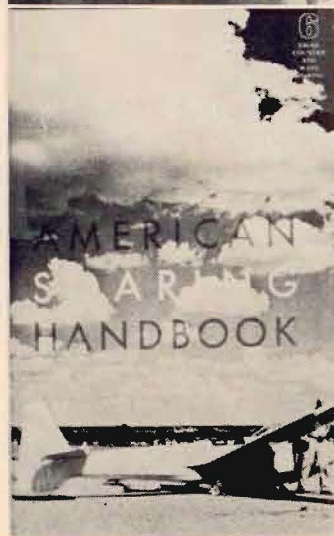
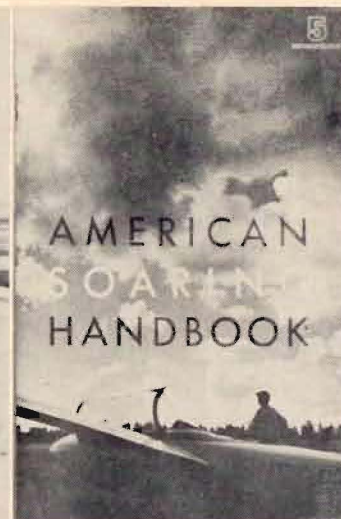
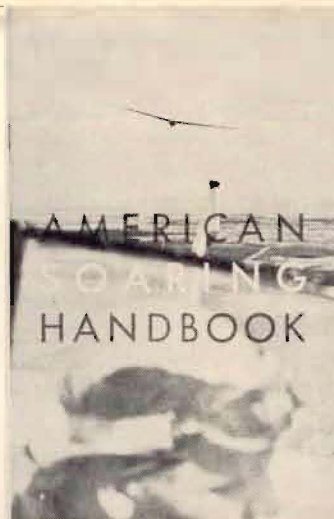


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Airworthiness & Licensing Committee Progress

Since its formation a short time ago (see November, 1965, *Soaring*) the new FAA Airworthiness and Licensing Committee has made noteworthy progress. On the 20th of October Committee Chairman Richard E. Schreder, in company with SSA President John Ryan and Mr. Ernest Schweizer of the Schweizer Aircraft Corporation, met with Mr. W. H. Weeks, Chief of the FAA Engineering and Manufacturing Division, and several of his aides. The principal topic of discussion at this meeting was the certification of sailplanes, particularly with respect to Part 23 of the FAA Airworthiness Standards.

Mr. Weeks and his aides proved to be extremely receptive to the SSA approach to glider licensing and a more cooperative attitude could not have been hoped for. As a result of the conference the SSA

will prepare a proposal, based on FAR, Part 23, but applicable to gliders only. This will then be submitted to the FAA for approval and adoption. A study will also be made of the booklet *Basic Glider Criteria* and recommendations for revisions will be suggested by the SSA. It is hoped that one result of these studies will be an optional short form for structural strength requirements that will permit the acquisition of a safe, but inexpensive, glider ATC.

The Airworthiness and Licensing Committee invites your suggestions for revisions to the above-named documents. All inputs are due to be evaluated and presented in a final report on or before December 15, 1966.

Mr. Schreder has also met with Mr. M. W. Leaport, Chief of the Quality Standards Branch of the FAA in an endeavor to determine the precise applicability of Advisory Circulars 20-27 and 20-28 (on the

certification of Amateur, Home-built and Experimental Category Aircraft) to gliders. It was determined that these circulars are applicable and that, specifically, if a constructor performs at least 50 percent of the total labor involved in building his aircraft, and can prove it, the sailplane can be licensed under the provisions.

Chairman Schreder is to be complimented for his speedy and energetic action. If you are concerned, and feel you have something of value to contribute to matters outlined above, please give him your support. Address correspondence to: Richard Schreder, P.O. Box 566, Williams County Airport, Bryan, Ohio 43506.

State Soaring Records

Penna.; Junior single-place distance; 144 mi.; Rodney Gehrlein; June 16, 1965; 1-26.

Penna.; Senior and Open distance; 206 mi.; Lawrence Gehrlein; August 19, 1965; Mod. 1-26.