

flights right and left. She looks like she is shaping up to be the feminine champ of the U.S.A.

My ship arrived but misfortune struck. I got a virus bug and got sick as a horse. A few unkind people (such as Ben Greene) hinted I didn't have a virus at all but had mixed too much spicy Mexican food with Scotch. I drooped around the hangar for several days until a good friend of mine, Noland Kelley, a Marfa soaring pilot, began to eye me speculatively. I began to improve immediately. He is a mortician by trade and the local funeral director. Not yet, Kelley, *not yet!*

We had several distinguished foreign visitors with us this year. Philip and Kitty Wills from London, Colonel Menahem Bar and wife from Israel, Allen

Cameron from New Zealand, Gordon Hicks and Bill Roach from Quebec and of course Ben Greene from North Carolina! Philip and Kitty Wills seemed to enjoy themselves and as usual the wonderful people of Marfa loved them as we all do.

The Soaring Camp at Marfa was a huge success as always. At this writing the Marfa Soaring Club is busy planning a Regional Contest for 1966. More later on this. The Marfa Camp statistics are being submitted to *Soaring* by Fritz Kahl.

This about sums up this Safari and a busy season of soaring. Had long pleasant visits with old friends and met many new ones. It has been a memorable year and I am the richer for it. So long until next spring.

Federal Air Regulation Changes

A number of recent changes to the Federal Air Regulations have been made which are of concern to glider pilots. The most far reaching of these has to do with the issuance of Flight Instructor Certificates to glider pilots. Part Seven of Advisory Circular 61-26, currently effective, reads as follows:

GLIDER INSTRUCTORS. A Flight Instructor Certificate bearing a GLIDER rating will be required for the conduct of flight instruction in gliders after September 26, 1966. The holder of a commercial glider rating who has been conducting glider instruction, however, may be issued a GLIDER rating on his Flight Instructor Certificate, or a Flight Instructor Certificate bearing a GLIDER rating without further showing, if he has given two hours of instruction in gliders, including at least 10 flights, within 12 months preceding his application. A Flight Instructor Certificate issued on this basis will be limited to glider instruction only, so the holder will be required to pass the usual tests to add another rating to his certificate.

Part 61.179, relating to the special issue of a Flight Instructor Certificate with a glider rating, is quoted below:

If the holder of a commercial pilot certificate with a glider rating shows the Administrator that he has given two hours of flight instruction, including at least 10 flights, as a commercial glider pilot within the 12 months immediately preceding the date of his application and before September 26, 1966, he is entitled to —

- (a) A glider rating on his flight instructor certificate, if he holds a current flight instructor certificate; or
- (b) A flight instructor certificate with a glider rating.

It is worth pointing out Part 61.174 regarding Flight Instructor records at this point inasmuch as they apply pertinently to Commercial pilots who will be making application for Flight Instructor certificates.

Each certificated flight instructor shall —

- (a) Sign each person's logbook for each period of flight instruction that he has given that person;
- (b) Record the name of each person to whom he has given flight instruction or whose student pilot certificate has endorsed as well as the date and type of flight instruction period or endorsement;
- (c) Record the name of each person for whom he has signed a recommendation for a written or practical test under this part, the kind of test, and the date of recommendation; and
- (d) Keep each record required by paragraphs (b) and (c) of this section separately, or in his logbook, for at least three years.

Finally, Part Three of Advisory Circular 45-1 pertaining to the display of the subject marks on the vertical tail surfaces or on the fuselage of fixed-wing aircraft, is quoted:

Under the provisions of FAR 45.25 and 45.29, all United States registered fixed-wing aircraft, except as specifically otherwise provided in Part 45, must display nationality and registration marks at least 12 inches high, either on the vertical tail surfaces or on the sides of the fuselage. Other requirements pertinent to such marks must also be met. In order to preclude inadvertent violation of the regulations, operators of fixed-wing aircraft which have not been marked in compliance with these requirements are cautioned to do so prior to the January 1, 1966, deadline specified in FAR 45.25(b). At the discretion of the owner or operator, aircraft displaying the previously required wing marks may continue to display such marks in addition to the required tail or fuselage marks.

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