

OBITUARY

It is indeed sad to report that a heart attack has claimed the life of William F. Placek who passed away in his sleep April 22 at the age of 51.

Although aviation was his life, soaring was that part of his flying career that Bill most enjoyed. As a soaring enthusiast whose activity dates back to the primary days of the early Thirties, Bill was a source of inspiration to all those who shared his sport. To fellow enthusiasts his home was always open. To many this warm welcome and invigorating conversation spelled the anxiety of long winter months until the next season began.

Bill's popularity stemmed largely from his ability to strike that delicate balance between enthusiast and FAA official which he was for 23 years. As Chief Safety Agent at Teterboro, N.J., for many years his judgment was respected by the many who knew him—from budding students to seasoned professional pilots and airport operators. He upheld the same high standards for all, including himself.



Bill's soaring activities were centered in the Northwest, primarily at Wurtsboro, N.Y. He was among the vanguard of those whose efforts brought success to both the MASA and Sail Flights organizations. Always an ardent supporter of SSA he served as Director for Region Two from 1961 through 1964.

It is here that many, who sat back in their cockpit thinking they had climbed to the top of the pack, would invariably catch the glint of Bill's yellow wings above them and a wave of his hand that made it fun to be second best.

To his wife Betty and sons Billy and Wayne we extend our most heart-felt sympathies for we know how great is their loss.

—LORIS CHARCHIAN

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Bibliography on Soaring

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

A.O.P.A. Pilot, April 1966, pp. 50-56. "No-Engine Flying" by Don Downie. Results of A.O.P.A.'s first No-Engine Course, 20 of whose 48 graduates went on to qualify for a private glider rating.

Flying, May, 1966, p. 35. "Top Flying Sport . . . Soaring", Schweizer Aircraft Corp's first full-page ad featuring a coupon entitling bearer to ride for \$5.00 at SAC co-op dealers which are listed.

M.D., The Medical News Magazine, April, 1966, pp. 256-262. "Silent Wings". A general history of gliding, including the contributions of Cayley, Lilienthal and Chanute. Generally well written, with better-than-average illustrations.

The Salt Lake Tribune (Home Section), April 17, 1966, pp. 4-5. "Sailing in the Sky" by Ray Hudson. Activities of the Utah Soaring Assn. in prose and picture, including pictures of K-7, Dart and Baby Bowlus.

First Phoebus Arrives

Arthur Zimmermann, U.S. representative for Bolkow sailplanes, is pleased to announce that the first Phoebus to be delivered to the United States is presently sitting in his back yard in Oak Ridge, N.J. He reports the ship to be fully as attractive as anticipated and beautifully finished.

The first assembly of the new glider took place under the wing of a Seaboard Airlines's DC-8 Jetliner at Kennedy International Airport. This was not due to Arthur's eagerness to assemble the ship immediately, but because the New York Port Authority wanted pictures for its magazine.

The crating of the Phoebus consisted of a complete trailer, sans wheels and tow coupling. This included axel, a torsion bar without shocks, fenders, lights, and towbar—plus assorted nuts and bolts. By adding a pair of VW wheels and a coupling it was possible to tow the whole assemblage home.

It is Arthur's intention to trailer the new glider to the Nationals where it will be made available for test flying.