

REASSURANCE by RADIO

by "BEN"

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EDITOR'S NOTE: *Having tried this radio instruction, we are not only very enthusiastic about its possibilities but glad to be able to present the story of a student pilot, who has learned to fly with the aid of radio equipment installed and perfected by himself. This is the only real substitute for two-seater training and should fill the needs of many clubs, who are unable to obtain that type of glider.*

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Is there anything more confusing and bewildering than one's first tow across the field? The control stick just won't move, and the rudder pedals seem to need grease. You watch the left wing and the right wing takes advantage of you to go skyward. You watch the right wing and the left wing dips into the ground and round and round you spin. And, to top it all, you're supposed to follow the wig wag instructions from the tow car. Just try! The life of a beginner is hard.

I wanted my instruction to be definite and positive, so I equipped the Airhoppers Gliding and Soaring Club with a 5 meter receiver in time for the Wurtsboro Meet, which started on October 9th. A 5 meter mobile transmitter was installed in the car. Sunday, October 10th, a little before noon, I fastened the safety belt around me, adjusted the volume of the receiver, and was ready for my initial flight instruction. A wave of my hand and the tow car started. I will confess now that I froze to the controls "just a trifle". But Art Hoffman's voice, coming over the ether, cautioned me that my left wing was low. Boy! It was good to know that someone was helping me think. Then I started off, away from the tow car, when again Art Hoffman warned me, "left rudder, Ben".

When we got back to the starting point, Art praised me for steering such a comparatively straight course. This, I realized, was due to the mental security I felt because of having with me Art Hoffman's calm voice, always ready with the right suggestion. By the end of the afternoon, I had made eleven tows. On the last five tows I was permitted to take-off and fly about 5 feet above the ground.

I attribute the success of this radio equipment to the fact that the receiver in the glider is a factory built, tested job, made by the Radio Transceiver Laboratory of Richmond Hill, New York City. Previous attempts were, I understand, made either with homemade apparatus or with transceivers, the chief fault of which is to detune. We decided that for the present a receiver was sufficient for all purposes of instruction and flight control. Later, when the members have acquired transmitting licenses, we hope to install a transmitter as well.

Our glider receiver is a battery operated tuned r.f. circuit, which has its own loud speaker to eliminate head-



W. Setz

Minimoa with radio receiver. Antenna above fuselage. Radio back of headrest. Speaker in right wing root.

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phone complications. The weight of the batteries and receiver is 24 lbs. 11 ozs., which, in the opinion of the various pilots who tried the ship, did not interfere with the soaring possibilities. The cost of this receiver, with batteries, is \$34.72. With such a receiver in the ship, the average club should be able to get some local radio amateur to cooperate with his mobile transmitter. For as long as the licensed radio amateur is in charge, it is permissible for any person to speak over the microphone. To attempt to operate a transmitter without a license is to invite the severe penalties of the F.C.C.

Let me tell of another incident on this same October 10th, involving the use of radio. One of our newly trained pilots had taken off for a 360. As he glided back to the take-off point, Arthur Ramer observed that he had not lost much altitude and was high enough to make a second 360, thereby losing sufficient altitude to land near the take-off point. This information he was able to give the pilot, who acted on the suggestion and made a beautiful spot landing. He admitted that, without the voice from the radio, he would have come down and landed at the far edge of the field.

It is clear that the confidence that an instructor can give to the novice just at the moment that he needs it, when the bewilderment of his position may create a dangerous moment, is of inestimable value. Even the experienced pilot may be prevented from trying to spin 50 feet from the ground. There is no doubt that the use of a radio is a tremendous help in creating confidence and safety for the student pilot.

A Dream that Became A Reality

(Continued from Page 2)

700 feet. Don couldn't believe his eyes, and, on my next hop, I got up about 15 feet and flew 900 feet. Stan Hall came out later and flew over a thousand feet, and he admitted it gave him a real thrill.

However, nothing succeeds like success and, after I made my last hop, which took me up to 20 feet and sailed for 1000 feet, the ship was acclaimed a success. We hope soon to make another newsreel and, this time, I intend to show the world in general that the sport of flying as did the early pioneers is still thrilling in this day and age.