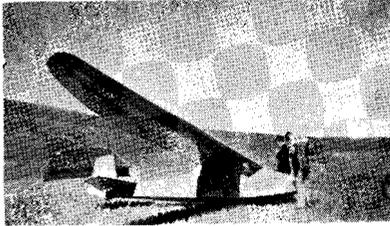


Foreign & News Notes

AUSTRALIA

Andrew Balsillie, of the Victoria Glider Club, sends us news and a photograph of a recent soaring meet held on Mt. Fraser, near Beveridge. A regional record for duration was made in a Grunau Baby, by Mr. Ron Roberts, who



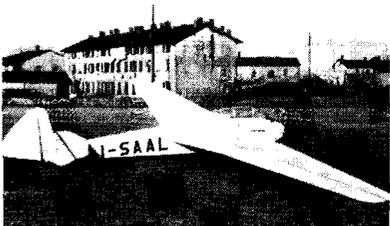
Ken Williams in the Grunau near Beveridge

stayed aloft for 2 hours and 55 minutes. His altitude was a little over 2,000 feet. The Australian record is a flight of 3 hours and 15 minutes made by Douglas Henderson in Queensland last year.

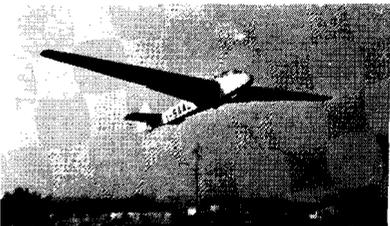
ITALY

THE ALCIONE B.S. 28 SAILPLANE

The Alcione B.S. 28 is an intermediate sailplane built by the Aeronautica Lombarda to the design of Bonomi and Silva. It is a shoulder-wing design which gives the pilot excellent visibility. The full cantilever wing is of the monospar type with the two halves of the wing



The Alcione B.S. 28



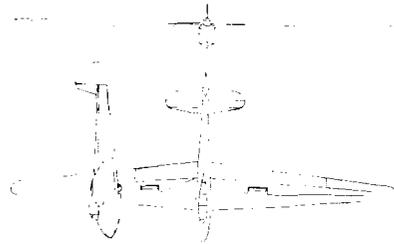
Taking off

joining at the center of the fuselage. Four airfoils are used: G 449, G 693, NACA 23012, and NACA 0012.

The entire trailing edge of each wing is occupied by hinged surfaces. The inner third is a flap controlled by a lever in the pilot's cockpit. The remaining two-thirds are two ailerons controlled by a double

differential. There is a decided differential ratio (1:2.5) between the two ailerons, and the external ailerons also have a greater travel than the inner ones. This action imitates with good approximation the "gauchissement" of the wings of birds and makes for very good lateral control. The CVV type of spoilers are also on this sailplane to facilitate landing.

The fuselage of the Alcione is of hexagonal section rounded on top. There is a central landing wheel and a wooden skid. The tail skid is of spatular type, equipped with a shock absorber made with a tennis ball. The pilot's seat is very comfortable. Protected from rain and wind, he has an unobstructed view in all essential directions. The empennage is the same as that of the "Asiago" described last month, with full cantilever surfaces.



Specifications

Span: 47.6 ft.	Wing Loading: 3.85
Length: 21.5 ft.	lbs./sq. ft.
Area: 150.5 sq. ft.	Load Factor: 9
Aspect Ratio: 15	Min. Sinking Speed:
Weight Empty: 352 lbs.	2.46 ft./sec.
Gross Weight: 540 lbs.	Gliding Ratio: 1:22

Protection for the Sailplane Owner

(Continued from Page 5)

3½% and 5%, depending upon whether the transportation coverage is to be limited to public conveyances or whether the ships will be carried on a privately owned trailer. The latter is usually the case, so that the 5% rate most often applies. This is, of course, not the case with primary gliders, which are confined to one field, in which case the 3½% rate will apply.

Windstorm insurance covers the ship against damage by windstorm when it is in the hangar or on the ground, not in use. Gliders and sailplanes, being lighter than powered aircraft, are particularly subject to this hazard. The rates range from 1½% to 2½%, usually with a \$50. deductible, the rate variation being governed by the locality of the home hangar.

Land Damage insurance is a modified form of crash insurance. It covers damage sustained by a ship while it is on the ground, not in use. Normally, one would not think of this as a particularly hazardous possibility, but had such insurance been carried by the owners of the three ships damaged at Elmira last year, claims could have been filed against the underwriters for the amount of the damage. The rate for this coverage is approximately 1½%. There is also usually

a \$50. deductible connected with this insurance.

Theft insurance may be disregarded, since I know of no case where a glider has been stolen, but it might be well to point out that if a ship were to be stolen, the theft insurance would cover any damage that might be done to it by the thief. The rate is about ¼% with a \$25. deductible.

The foregoing constitute what are known as the hull coverages. All rates are annual and are computed upon the insured value, thus if you had a \$1,000. ship and purchased fire insurance at the 5% rate, the annual premium would be \$50.00. If there are several members in the club, it is obvious that protection can be afforded at a very nominal sum per member.

I have purposely left until last the subject of liability insurance, not because it is the least important, but because, to the contrary, it is the most important but frequently the last thing that a pilot wants to spend his money for. With the various forms of hull insurance there is a very good likelihood of the owner being paid something in return. With liability insurance, the owner never gets anything himself, but it is far more important, because it may save him from paying out sums vastly in excess of the value of the aircraft.

Three forms of liability insurance are available—passenger liability, public liability, and property damage. Inasmuch as there are but few two-place sailplanes, passenger liability insurance may be disregarded for the time being. Public liability insurance covers your legal liability to members of the public other than passengers and employees. The protection afforded is practically the same as that which you purchase on your car, except that in the case of automobile insurance, passenger liability is included in the public liability coverage. Briefly, the policy promises that the company will investigate and defend at their expense all claims for injury, even though groundless, and in the event that a judgment is awarded against you, pay the amount established by the Court, subject to the limits of insurance which have been purchased.

Under the property damage section of the policy, the company similarly agrees to investigate and defend claims at their expense and to pay any judgments awarded. This policy covers your legal liability for damage to property other than that which you own yourself or that which is in your care, custody or control.

The minimum limits for which a public liability policy may be issued are those which cover up to \$5,000. in connection with injury to any one person subject to a limit of \$10,000. any one accident. The minimum limit for property damage insurance is \$1,000. At the present time, a policy covering these minimum amounts may be purchased for a premium of \$35.00 per annum for the public liability and \$30.00 per year for the property damage.

In addition to assuming the legal liability of the owner of the ship insured,

(Continued on Page 13)