

not have sufficient altitude to get the nose up, so hit head on. The impact of the crash was so great that his belt was broken in two. One of the most interesting facts is that the fuselage back of the front seat was not even scratched. The cowling was not touched.

The accident was purely pilot error and no fault of the ship. We were anxiously waiting for a good day to give the ship a real workout and take it cross-country. It is an honest-to-goodness sailplane, that handles as easily as a Franklin, both in the air and on the ground. The actual sinking speed appeared to be about 2½ ft. per second with two people."

It is indeed sad that our progress should occasionally be marked by such accidents, which can so easily be avoided. Over-confidence and carelessness while flying are our two worst enemies and we must fight them with every means at our command.

Alex Dawydoff sends us a fine, although somewhat slanted, picture of two real friends of soaring, Hans and Friedl Groenhoff, taken during a recent weekend get together of the Airhoppers at Hicksville. They are seated beside Emil Lehecka's Rhoensperber, which the present American Soaring Champion named after Hans' famous brother, Gunther Groenhoff, who was one of the great pioneers of soaring. Hans is rapidly achieving fame as one of the country's leading photographers of subjects aeronautical.



Alexis Dawydoff
Two good friends of Soaring

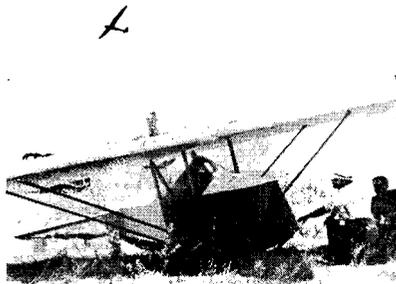
TEXAS GAINESVILLE

Robert Lee Moore, of the Red River Glider Club, reports that their primary glider was completed in July and has since made well over 300 flights. The ship has a home made DLV release. The new wing for the Skiles' Franklin is nearing completion, under the capable hands of Lynton Coursey. Two men in the



The new primary

town are building a Baby Albatross, and Charlie Dobkins is constructing an advanced sailplane of his own design. By spring, some of those Texas thermals should be put to good use!



J. Begley
Front view of the converted Pruefling



J. Begley
Side view, showing wing design.

WICHITA FALLS

Jack Begley, of the Wichita Falls Soaring Club, reports that wonderful thermal soaring conditions existed during June and July, with towering cumuli on twenty of twenty-eight days. The club is using the converted Pruefling built by Vernon Ross. Its tapered wing was designed by his brother Harland, who built the "Ibis" sailplane in Vernie's shop. The airfoil of its 40 ft. wing is the G-533 with straight taper to a point beyond the wings, where it changes to the NACA 1209 to the tip, which has a washout of 3 degrees. The ailerons are differential. Shock absorbing of the wooden skid is effected by a section of inflated inner tube. Performance seems equal to that of the Stevens-Franklin.

WASHINGTON, D. C.

The National Aeronautic Association, following the recommendation of the SSA, reports the appointment of Bob Blaine, 230 S. Kenilworth Avenue, Oak Park, Ill., as Official Glider Observer.

Bill Enyart, Secretary of the NAA, reports that the Contest Committee has accepted Helen Montgomery's flight as the new official American women's duration record for gliders.

Received just as we go to press is the news of the tragic death of one of our distinguished members. Ross Hull, editor of QST, the magazine of the American Radio Relay League, was accidentally electrocuted on September 14th, while conducting television experiments at his laboratory at Vernon, Conn. By his death, the fields of motorless flying and radio have suffered a great loss.

SAILPLANES at the NATIONAL AIR RACES

by TED BELLAK

Two sailplane exhibitions were made each day of the races, with Emil Lehecka, the American Soaring Champion, flying his Rhönsperber as leader, Chet Decker and I both flying Minimoas, followed him in a series of aerobatics, including loops in formation.

We were towed off together behind a 460 h.p. Bellanca Skyrocket, flown by Chuck Biggs. The ships flew fan shaped behind, each on a 500 ft. rope, and we climbed to 2500 ft. before releasing. At a given signal of an aerial torpedo, we released simultaneously. After three or four loops done 100 ft. apart, we flew in echelon formation and, later, also did a "follow the leader" for three full turns. The wind-up consisted of wing-overs and a formation landing to the officials' box.

Much difficulty was experienced on account of strong convection currents over the field.* The spoilers had to be used to lose altitude in time for the scheduled landings. On Labor Day, over 120,000 people saw the show.

Each day, an hour after our performance, Hanna Reitsch put on a wonderful aerobatic show with her 280 mile-stressed Habicht (Hawk). Towed to about 4000 ft. behind a J-5 Travel-Air, she followed a varied routine, which would include a loop, a straight vertical dive, followed by a beautifully smooth outside loop, a slow roll, a few snap rolls, another outside loop, a few inside loops, and then a dive past the stands into a wingover and a landing. Hanna weighs only 100 lb., so a 40 lb. lead weight had to be fastened in her cockpit for balance.

*Editor's Note: Hanna told us that she considered the formation stunting excellent and marvelled how they were able to be so even in those thermals, especially after only a minimum of practice. Earl Southee acted as manager of the formation exhibition.

CLASSIFIED ADVERTISEMENTS



S.S.A. INSIGNIA for your radiator grill. \$1.00. Attractive in three colors—silver ship, blue background, red letters. State year and type of car when ordering. G. Scheurer, 75 Norwood Ave., Irvington, N. J. Also on sale at S.S.A. Headquarters.

SAILPLANE FOR SALE—\$300.00 cash—40 ft. wing, oval fuselage, manual release, 5 hours flying time, fabric covered. Raymond Hiteshue, 421 Argonne Drive, New Kensington, Pa.

CLASSIFIED ADVERTISEMENTS — 5c. per word—minimum rate \$1.50.