

contour. This then is the home of the club, and from a field a stone's throw away from the large terminal Trans Canada Airways airport 90% of their flying is done.

"Came May 1937 and finishing touches were put to an H-17 intermediate sailplane, but it was not until the first Monday in September 1938 that a real soaring flight was made. From an auto-launch to 800 feet Zmurchuk took the H-17 to approximately 1,800 feet for a duration of 29 minutes, without circling once. He happened to hit a mass of air rising over a wide area. On this flight the meteorograph unfortunately was not installed, so there could be no official record.

"Possibly it should be explained here that this 'meteorograph' is an instrument specially constructed and designed for sailplanes, by the Meteorological Division of the Department of Transport, Canada, and supplied to them by Dr. J. Patterson, Controller. It records change in pressure, temperature and humidity by three stylus resting against a clock driven cylinder around which is wrapped a sheet of metal foil. The foil is given a very light coating of smoke to produce the tracings, which are afterwards set against erasure by dipping the sheet in a weak solution of shellac and alcohol to be burnt off.

"Graphs made in this manner are officially calibrated by the Meteorological Bureau, taking into account the height of the field above sea level, the barometric pressure at the field and the temperature.

"On May 14th, this year, Miss E. Fletcher took the H-17 to 1,437 feet from an 800 foot launch, flew 8 miles cross country for a duration of 24 minutes. From the same field on May 21st, Mr. A. Larson in the same ship went to 2,907 feet for a duration of 46 minutes. The ground temperature when he left was 58° and at maximum altitude was 33°. Being dressed in light clothing he was too cold to continue.

"Then again, on June 4th, Miss Fletcher flew to approximately 3,500-4,000 feet (before official figures received) for a distance of ten miles and a duration of 50 minutes. Like Mr. Larson she was extremely cold, to the point where it was impossible to continue.

"These flights all establish Canadian records, and while small in comparison with those in your country, and others, they do constitute a start and undoubtedly must be considered good for the type of machine used and considering the fact that all starts were made from, and continued over, perfectly flat terrain."

## Gov't Training

(Continued from page 4)

We can echo the sentiments of the Frankfort group in saying that we learned a great deal that will be of value in any future training programs. We know a lot more than we did about the technique of training airplane pilots and we have been able to settle many of the controversial questions about training commercially. The results of these two experiments should insure the success of a large scale training program.

## EL SEGUNDO, CALIFORNIA



Jack Laister gives us some interesting news.

You have probably heard about results of the French Aerobatic Meet by now; however, you may be interested in the following quotations from Harry Belobradich's letters of Detroit. Quote: "Dick Randolph really put the sailplane through its paces. He did the most beautiful snap rolls and outside loops you ever saw. He had it up to 170 MPH and said it felt as solid as a rock. Boy! that ship gets going in a hurry; stick the nose down and whoosh, away you go just as if it were in a vacuum."

From later letters following the crack-up in France which was caused by a very bad down draft from some trees on the edge of the airport, I quote as follows: "Dick said he was doing 50 or 60 when he cracked up and that everybody just stood amazed at the strength of the ship. (Dick undershot the field and cracked up trying to avoid the crowd.) They had never seen a steel tube fuselage before and thought it was a swell idea. He also said it outflew all the ships at the meet as a sailplane and looked better than any others. No one over there knew we had such ships here and were really surprised." I don't recommend the outside loops, etc., but it is interesting to know what the ship can take.

We are starting construction on three more of these ships here in California. The name of the company will be changed from Universal Gliders to Laister Sailplanes. My partners are the two Stiegelmeier Brothers of Lenox, California. We have a fair sized shop, with plenty of space for expansion if necessary. Shop equipment includes a circular saw, band saw, disk sander, drill press, welding outfit, slitting shear, an ample supply of hand tools and most recently, a very good 25 ft. wing assembly table.

## Across the Continental Divide

(Continued from page 7)

altitude above sea level. Frozen and anxious to land before darkness, I pushed the stick forward and with increasing speed, sometimes 70 miles per hour, the Kranich nosed downward. Soon I recognized ranches along the road which I discovered some time ago. Then promptly Highway 60 appeared, and I glided down along it. I could already see the Valley of the Rio Grande near Sororro, but the distance seemed too far to make it before dark. I picked out a ranch just at the end of a big plain surrounded by picturesque mountains. I arrived there at 2,000 feet above ground, which was 6,500 feet above sea level.

By circling around several times, I tried to lose altitude—in vain. An upcurrent was right there, which kept me at the same altitude. So I had to use the spoilers in order to bring the Kranich down. From 300 feet altitude I yelled down. The people of the ranch were at dinner, as they told me later. The excited barking of their dogs caused them to look for the reason.

All the few inhabitants of Rancho Montoso near Magdalena, New Mexico, witnessed my landing, which I made as close as possible to the barn of the ranch. Just before touching the ground, danger of an accident arose in an unexpected way. Five horses became frightened and galloped only 20 yards from the Kranich's nose, right across the way of my intended landing place. Fortunately, the horses were faster than the plane!

Mr. and Mrs. A. L. Myrland and their people, some cowboys and servants, gave me a splendid reception. After opening the cockpit, I could not leave it for a while because I was unable to open the straps of the Parachute with my frozen hands. Also the English words I tried to form sounded as if I had a potato in my mouth. After having landed in comparatively warm air, I became actually aware of the extreme cold I had been through. The landing was at 7:20 P. M., M. S. T.

The ship was tied down in safety. A young bull which became excited at the sight of the strange looking plane, was caught by the cowboys and shut up in the corral. Also, the excitable horses, colts of 1 to 3 years, were taken into custody, so that there was nothing more to worry about.

Two hundred miles distance, seven hours and thirty minutes in the air, 17,600 feet above sea level, first crossing of the Rocky Mountains and the Continental Divide in soaring plane, was the summary of the flight.

At the end of it, I can say that the dry air coming from the deserts of California and going over the mountains covered with forests of Northern Arizona seem to form the most ideal soaring conditions I have ever met. With better equipment; oxygen, food for several days, maybe a two-way radio, and well dressed against the cold, I would certainly like to make this flight again, but next time take off farther west, perhaps from Flagstaff or Williams.

I lost hours by flying without clouds to the south before I got under clouds which allowed such a fast flight, from 3:00 to 7:20 over 200 miles distance. Much more distance could be covered in the future by taking off early in the morning right where the clouds were already formed.

This new experience which I got out of this flight resulted from the fact that in this part of Arizona and New Mexico the base of clouds averages between 12,000-13,000 feet above the ground. This enormous altitude makes flying distance with a soaring plane an easy and safe undertaking. After this experience, I am the more convinced that one day a Soaring Plane may cross the whole continent from around Los Angeles to New York in easy steps.

## ATTENTION MR. BOWLUS!

A couple of enlightened spectators, examining the Baby Albatross of the Harvard Glider Club, have discovered Hawley Bowlus' secret of high performance.

"See those flaps on the end of the wing?" said one. "They use them in place of power."

His friend was disgusted. "No, they don't. That big iron pipe behind the wing is full of air."