

ROSAMOND FUN

The smooth white, crystalline surface of Rosamond Dry Lake played host to a greater-than-usual number of gliding enthusiasts this month.

October 15th saw Al Shatzel, Harvey Stephens, Henry Stigelmeir, Keith Haviland and Hawley Bowlus slice the desert air in three Baby Albatrosses and the "Super," respectively. Hugil, Bailey and Sanderson struggled about in the former's "Little Beauty" while the Aero I.T.I. boys brought out the "Whale."

Drew Hartung, co-builder of Stan Corcoran's "Cinema," rolled about on a "land yacht," comprising a beautifully streamlined gadget mounted on wheels and gaining its motive power by means of a sail. Not exactly soaring, but "skimming" at any rate.

Stan Hall and Sven Ingels flew their two-place "Cherokee" to very satisfactory performances October 29th. The day also found Bowlus, and Stigelmeir and Haviland soaring their "Babies." Stigelmeir by the "sear of his pants."

SHANDIN HILLS FUN

Whenever any of the glider clan travels more than 20 miles from home, the whimsical wind usually promptly changes to the wrong direction. October 22nd proved no exception to Frank Wolcott, Doug Hugil, Bob Bailey and Sanderson. However, undaunted but somewhat peeved, the boys shifted to the north side of the San Bernardino site. Surprisingly enough, soaring was quite satisfactory. That is, save for the "Little Beauty" whose probable fine characteristics were apparently stifled by an overload of Special Bob Bailey Horcakes.

THE CROWN CITY SAILPLANE

(Continued from page 9)

place high wing monoplane of exceptionally clean design. The wing is of full cantilever design, is elliptical in planform and is 36 feet in span. It provides an area of 100 sq. feet, making further evident the trend toward smaller wings. Basic wing structure consists of the conventional single box spar with the torsionally rigid plywood covered leading edge. A small intermediate "C" type spar is located immediately aft of the leading edge to further provide for high angle of attack stresses. The wing has more than the average amount of dihedral, is geometrically twisted at the tips and is equipped with spoilers, differentially controlled ailerons and slotted wing tips.

The fuselage is of all-wood construction, the main load bearing member being constructed of a single built-up triangular plywood beam running longitudinally through the fuselage. The equal sides of the triangle form the bottom and lower half of the fuselage sides, the upper portion thereof being constructed of semi-circular bulkheads and longitudinal stringers. The upper portion of the fuselage is fabric covered. The cockpit is completely and cleanly enclosed. The tail surfaces are conventional.

KOLLSMAN REPRESENTATIVE SPEAKS

Mr. Adolf describes new instruments at meeting

Those who dreaded attending our last meeting because of the unexciting task of electing officers were two-time losers this time.

Mr. Adolf, energetic representative of the Kollsman Instrument Co., waxed prolific of some delectable information concerning America's finest aircraft instruments. Mr. Adolf's entertaining digression concerned the newest developments in the Airspeed Indicator, Standard and Sensitive Type Altimeters, Rate of Climb Indicator, Free Air Thermometer and Compass. The compass was of exceptionally interesting design. The instrument eliminates the visible card and liquid and provides instead a hand and scale not unlike a conventional pressure operated instrument. Lag, a very undesirable feature of many contemporary compasses, is all but eliminated in this new instrument. Its sensitivity to changes in direction closely rivals that of the turn and bank indicator. (Price? . . . Oh well!)

We were somewhat startled by the interest exhibited by many, whose dead-pan expressions indicated naught but boredom during previous business, as Mr. Adolf warmed up to the subject.

We earnestly thank Mr. Adolf, whose

ODDS AND ENDS

HAWTHORNE HOUSE

Chick Morgan of Hawthorne House, a popular radio program heard over Station KFI, 9:30 P.M., Monday nights, is putting gliding over in great style as part of the serialized story. The events and technical aspects of gliding are completely and accurately explained, all in a smooth, entertaining manner.

The Association has been sending Mr. Morgan a copy of *The Thermal* monthly in gratitude and for the definite use it may find in the preparation of the program.

For a thoroughly interesting half hour at the radio, tune in. You'll like it!

Ever see the multitude of gadgets in BOB STANLEY'S "Nomad"? Light switches, radio, map case, baggage compartment, ventilator . . . the works.

Speaking of instruments, we need one that will speak in a low undertone, so as not to be heard by nearby sailplaners, quote: "Say buddy, there's a thermal over here. No, not there, a little over to your left!" Unquote.

Ever notice the little-boy grin that covers JAY BUXTON'S face when mention is made of a certain beverage? (Sh! the first letter of said beverage is BEER.)

Mr. Joiner, one of the eight soaring students sent to The Soaring Society's School in Elmira by the government, was visitor and prospective member of the Association.

unperturbable composure most certainly earns him the enviable position he now holds. We look eagerly forward to another visit, Mr. Adolf!

THE EDITOR'S NEW ONE

Stan Hall builds his seventh ship

At present, the editor is doing something else beside snorting around digging up dirt for *The Thermal*. He is building a new ship, his seventh.

The ship will be of intermediate sailplane design, carrying 178 square feet of wing area across a span of 47 feet. The wing will be semi-tapered in both planform and thickness and have an aspect ratio of 13:1. It will be constructed of two I-beam spars and be V-strut braced.

The fuselage will be of fabric covered steel tubing construction and provide a smooth contour type cockpit enclosure. Control will be effected by means of a full-circle wheel and conventional rudder pedals. Tail surfaces will be of full cantilever construction. The design of the horizontal tail surfaces is such that they will permit assembly for flight being accomplished in a matter of seconds.

The glider is designed for flight assembly in less than five minutes and is stressed for airplane row. A full set of instruments, including those required for blind flying, is anticipated.

CUPID HITS A THERMAL!

All of a sudden up comes news of several members getting hitched. Gee, tough! They are: Russell Churen, Don Mitchell and Irv Prue. Al Shepherd should be saying "I does" about the seventh of December. The new Mrs. Prue, nee Ruth Woodruff, was the first regular paid up member of the S.C.S.A. (Thanks, Sec'y.) Incidentally, our faithful secretary, namely one Paul N. Hepburn, is considering dropping off the deep end. Good luck, all!

SOLVED!

Paul Hepburn has it all figured out. The states crossed enroute to the mid-western and eastern contests are somewhat uncooperative along the lines of trailer licenses, etc. Paul recommends the agitation for relocation of state lines!

The House of Bailey (R. A.) is in anticipation of an addition. The "new model" should arrive currently with the opening of the Spring Meet.

Remember Woody Brown's "Swift"? The ship has been repaired and rebuilt as a mid-wing after its participation in a head-on collision with the "Yellow Peril" two seasons ago.

From this date forward, send all contributions (to *The Thermal*) to Stanley Hall at his new address, 840½ W. 85th St., Los Angeles.