PACIFIC NORTHWEST SOARING ASSOCIATION

AMOS WOOD REPORTS ON GROUP'S ACTIVITY

The Army has given the Association permission to fly on their half of the abandoned GHQ field at Ft. Lewis that has almost 8,000′ prevailing wind runway. Naturally it lends itself ideally to auto tow and winch work. Best flying there to date is a flight by Bud Titus in the Northrop, thirteen minutes from 800′ on thermals. Several flights of better than ten minutes have been made there. In fact, when my appointment comes through as official observer for the N A A, I can guarantee possibly a dozen "C" licenses in quick order. Last week I witnessed another flight, this one ridge soaring near Tacoma, of one hour and 29 minutes in the same Northrop Primary. This week will probably see some more soaring as the south wind is picking up right now.

I have tried to promote another utility up in this neck of the woods and may succeed yet. Kimball has Dick Randolph's Cadet, but at present I am rebuilding his right wing after colliding with a fir tree (the ship, not me). Wildey under shot runway in gusty weather. He will take the ship to California this December, as he is down there, now, going to school. It's ready for covering now. I might say that with a 65% rebuild of the wing that it went thru the C. A. A. inspection with flying colors. In fact the inspector commented on the work, so that all helps in the situation up here in the Northwest.

As for State regulation, there is a strong feeling against unlicensed power equipment, particularly with the wide open situation in Oregon. However, the State is not particularly concerned with the gliding and soaring interests. Their feeling is that they will leave us be, whether the equipment is licensed or not. So, you see, the situation is pretty well up to us, and as chairman of the Pacific Northwest Soaring Association I am doing all I can to keep these feelings and bring about harmony wherever possible. To jeopardize this state of affairs is indeed quite out of the question.

Since this state is so far from the Eastern gliding activities, all the equipment with the exception of Kimball's Cadet, is native. Interest in gliding and soaring is high our here, and I only wish it were possible, financially, to promote one or two utilities merely to let these pilots know what a better ship is like. Kimball's ship hasn't made 50 flights since he had it, and he's leery to let anyone else fly it as he has some $500 in it. I believe it is the only ship on the coast that carries a full NC.

We have three H-17's undergoing construction but are held up on account of plans. All we need is the sheet on the fittings, and with the present political situation across the Atlantic, it may be some time before we get those. If anyone has one, we would sure like a copy pronto.

THERMALS AT FRANKFORT

RALPH DICKSON DESCRIBES FLIGHT AT FIELD 1 MILE FROM LAKE MICHIGAN

About three weeks after we (Dr. Thacker, Bob Nickson and myself) purchased the "Cinema," "Doc" and I went out to the airport one noon to get better acquainted with our new ship.

The sky was full of clouds that appeared to be cumulus, but there were so many and hanging so low that it gave the impression of an overcast.

"Doc" was first off, and I noriced that he was staying aloft unusually long from a six hundred foot tow, but he did not try any spirals.

The doctor now took his turn in the tow car. After a nice smooth row I released at about five hundred feet. To my surprise, it was difficult to level off and the "Cinema" wanted to keep on climbing.

The variometer showed the rise at one and a half feet per second, so I started circling, and was pleased to note that I did not fall out of the upcurrent.

The airport got farther and farther below me, and I was experiencing that undescribable feeling that I had read so much about but never had felt before. At 1200 feet the lift had increased to five feet per second. The wind had drifted me about a mile east of the airport and I was beginning to wonder as to my procedure, when I took anorher glance ar rhe alrimeter, and saw that I was now 1800 feet. I was torn between two desires. I wanted to keep on going to see how high and how far I could get, but I was already late in getting back to work from lunch, and there was "Doc" down on the airport tearing his hair out for a chance to do what I was so thoroughly enjoying. I made up my mind to leave the thermal when the altimeter read 2,000 feet. This did not take long, however, for the variometer now registered ten feet per second rise. I stopped circling and turned her nose toward the airport, which was now about three miles west of me. Now came the biggest surprise and thrill of all. After trying for a year to get into a thermal, I found myself trying to get our of one with practically the same results. I was flying about 40 m.p.h., which is 10 or 12 m.p.h. faster than normal and was still going up. I increased speed to 50 m.p.h. and with the same result, and believe it or not I had to dive the ship at 60 m.p.h. for nearly two minutes to get out of the lift area, and in doing so I gained another 200 feet. In cruising back to the airport, I encountered several smaller thermals, and downdrafts that were as strong as 6 or 7 feet per second.

I landed after having had a twenty-two minute flight, and related my experience to "Doc," who wanted to try another tow to see if he couldn't do the same thing.

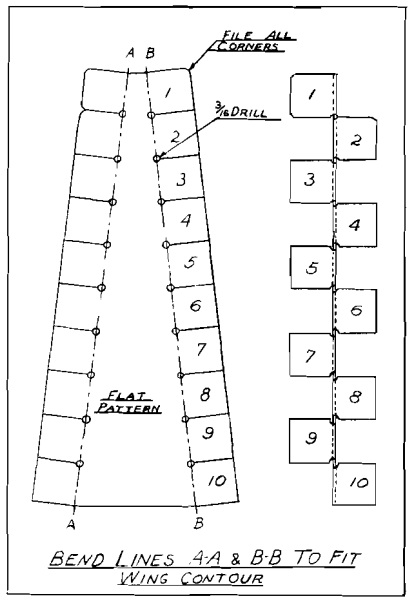
And sure enough he did. The very firsr tow he caught practically an identical thermal (it must have been a brother to the one I had) and soared ro about the same height and distance from the airport.

Ever since the meet here, we have noticed similar conditions on an average of twice a week, but our work keeps us from taking advantage of them; however, we hope in the near future to turn in some notable distance and altitude flights.

ANOTHER GADGET

Foolproof Aileron chock designed by Jay Buxton

This aileron chock is easily made out of 18 gage steel by making a few cuts and bends. Simply slip the steel between the aileron end and the wing to mark the wing contour. Have enough metal to project at least a half inch all the way around and allow for the thickness of the metal when bending the tabs to the contour line. Bend the alternate tabs to right and left and it is made.



Of course, it will make a better looking job if you space the tabs evenly and drill about a 3/16" hole where each cut will end at the contour line. Snip the corners off and file off rough edges. The bends should not have a radius of over 1/8", to make the tabs hold on the surface rather than the corners.

If the wings are loaded on the trailer with the trailing edge upward, the chocks may be just dropped in place and are self tightening. As they grip the full depth of the aileron there is no localized strain as when a bolt and blocks are used. If you did a good job building your wings the aileron end gap should be too narrow for much of a bolt anyway.

Chocks like this were used on Transporter and didn't chafe the wings in 25,000 miles of trailing, including three trips from California to Elmira. They held firm thru rwo Oklahoma dusters.

THERE MUST BE SOMEBODY ELSE WHO INVENTS THINGS BESIDES JAY BUXTON.

DON'T BE SO MODEST. TELL US ABOUT THEM.