

## NEW JERSEY

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From a normal glide, the ship continued to increase its gliding angle and finally hit the ground approximately vertical. From observations of those on the ground there was no apparent effort by the pilot to control the ship, neither was there any sign of fright or nervousness. The general opinion is that the pilot had fainted just after releasing the tow rope. This opinion was further verified by the coroner's report that there was an indication of cerebral hemorrhage prior to the injuries sustained in the accident.

The pilot had made 10 training flights in a glider in 1930. She took up training again with a new group of students in September, 1938. At no time had she expressed any fear of flying. She had been in excellent physical condition and, at the time of the flight, was in perfect health.

Examination of the glider after the accident showed no evidence of structural failure during flight. All the controls were still intact.

## Soaring Sites

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Frank See.....5 hrs. 9 min.  
Cloyd Artman...5 hrs.  
Elmer Lundquist...2 hrs. 15 min.  
Preston Swann...2 hrs. 15 min.  
Gene Davidson...1 hr. 14 min.  
Elmer Carlson...35 min.

Two flights were made on thermals, one by Lundquist and the other by Artman. Lundquist soared the Mead in a good thermal and reached an altitude of 2000 feet above the top of the butte. Artman gained 1000 feet over the butte and stayed with the thermal for one hour and 40 minutes, landing 7 miles northeast of the site.

The most remarkable thing about the contest was the fact that almost perfect soaring weather prevailed for 7 days straight without a let-up, the wind ranging from 10 to 50 mph. To our surprise, soaring conditions occurred at night as well as in the daytime, and it is believed that they so exist most of the time. Although the air was motionless at our camp at the base of the butte, Artman took off at 7 p.m. in a 10 mile breeze midway up and was soon well above the butte in a strong current. His landing lights flashed on the field at midnight, where he landed after a 5 hr. flight. The cold kept him from bettering his own duration record of 13½ hours, and he stated that the air was as smooth as silk. Thermals were rather weak at this time of year, although several were encountered during the day.

As a summary of the contest, 83 flights were made, representing 41 hours of soaring time. Eight of our members made their first soaring flights. The average time per flight was half an hour, which is a fair showing for a club less than two years old and having built all their ships except one. It is also real proof of the soaring possibilities of this site, which will probably continue to play an important role in soaring in the northwest.

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permits bona fide members of the crew to be carried.

- (b) In the case of national glider meets which are witnessed by an inspector of the Authority, experimental certificates may be issued for the gliders in the meet for the duration of the meet, provided that the gliders pass the necessary inspections (see (a) above). In certain cases such certificates will permit airplane towing.

2. If an experimental certificate is desired, one of the following representatives of the Authority should be contacted for further information:

John E. Sommers, Regional Supervisor, Civil Aeronautics Authority, P. O. Box 449, Newark, New Jersey.

R. C. Copeland, Regional Supervisor, Civil Aeronautics Authority, P. O. Box 4327, Atlanta, Georgia

Harold R. Neely, Regional Supervisor, Civil Aeronautics Authority, 1204 New Post Office Building, Chicago, Illinois.

L. C. Elliott, Regional Supervisor, Civil Aeronautics Authority, P. O. Box 1689, Fort Worth, Texas.

Leonard W. Jurden, Regional Supervisor, Civil Aeronautics Authority, Eighth Floor, City Hall Building, Kansas City, Missouri.

J. S. Marriott, Regional Supervisor, Civil Aeronautics Authority, P. O. Box 1010, Santa Monica, Calif.

R. D. Bedinger, Regional Supervisor, Civil Aeronautics Authority, Boeing Field, Seattle, Washington.

### D. AIRMEN CERTIFICATES (Formerly called pilot licenses)

1. The prerequisites for the issuance of airmen certificates are set forth in Part 20 of the Civil Air Regulations, particularly sections 20.15, 20.16, and 20.17. It should be noted that, insofar as the Civil Aeronautics Authority is concerned, airmen certificates are not required for the operation of uncertificated gliders. For information regarding State Regulations, it is suggested that the pertinent State Aeronautics Authorities be contacted.

### E. DRAWINGS OF GLIDERS

1. The Authority does not have any drawings of gliders available for distribution.

### BIBLIOGRAPHY

- (1) Civil Air Regulations, Parts 00, 01, 02, 03, 05 (Proposed), 20, and 60.
- (2) MM-1, MM-3, MM-11, and MM-13.
- (3) IP-1, IP-2, and IP-3.

NOTE 1. Most of the contents of this information paper will eventually appear in the final draft of the Civil Aeronautics Authority Manual Part 05, supplementing the glider airworthiness regulations.

\*NOTE 2. "CAR 01.12 Experimental. As used herein, the term "experimental" when applied to an aircraft denotes that such aircraft is certificated for experimentation in flight with a view to determining or improving its characteristics or those of its components or equipment, and that inspection has disclosed no unfair-

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worthy feature of such aircraft with respect to structural integrity, workmanship or flight characteristics."

For the Authority,

R. S. BOUTELLE,

Chief,

Certificate and Inspection Division

## CLASSIFIED ADVERTISEMENTS

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**FRANKLIN PS-2** with special split cockpit nose cover. Just completely reconditioned by R. E. Franklin. Never cracked up; never used for training. \$475 complete with trailer. William Sherman, 7310 Woodward, Detroit, Michigan.

**PRIMARIES, secondaries, sailplanes.** Licensed, unlicensed. Cracked, new, used. Instruments, equipment, winches, parachutes. ANYTHING connected with gliding or soaring. List them with SOARING ASSOCIATES. We'll find the Buyer if you're the Seller. If you wish to buy, we'll find the one who has it. SOARING ASSOCIATES, c/o The Soaring Society of America, Room 502, 1500 Locust Street, Philadelphia, Pa.

**FOR SALE—CHEAP: AMERICAN MANUFACTURING RIGHTS** McFarlane Primary Glider. Price \$185.00. Includes three sets blueprints, supply of descriptive glider folders, knocked-down construction kit catalogs. McFarlane Airplane Co., Greenville, Ohio.

**GLIDER CLUBS:** A new McFarland Primary for training new members. Completely equipped for student instruction. Fitted for both auto tow and shock launchings. Test flown. Complete with 1200 foot tow line—\$300. Have photos. B. J. Driscoll, 393 Hampshire St., Lawrence, Mass.

**BACK ISSUES OF SOARING** available through the S.S.A. headquarters: Complete set of 1938 issues—\$2.00; nine issues of 1937—\$2.00.

**DVL RELEASES—**Imported from Germany, which we advise builders to use on their new ships, can be obtained at cost—\$5.00 each—from The Soaring Society of America, Room 502, 1500 Locust Street, Philadelphia, Pennsylvania.

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