



The author in the "SG-3"

L

7 hours, 34 minutes, which meant the first leg of my Silver C. Disappointed that I had not come earlier in the year, I was, nevertheless, so enthused with the experience I had had that I was already making plans to return the following year.

From Poland, I went to the south of France, where I missed a cold winter and had a little experience with the gliding section of the Aero Club of Nice. Unfortunately, like many of our American clubs, they were short of funds, had a poor site and made too extensive use of haywire and home-made equipment. That spring and early summer I spent on an auxiliary schooner, where I learned much about meteorology while sailing.

It was a short jump for me from sailing to soaring, as I had the pleasure of flying as a guest of Captain Daczmarczyk and Pann Orzechowski from Nice, France, to Warsaw, Poland. On August 6th, I was back in Bezmiechowa ready to fly.

The school had changed since the year before. The new lodge, which was under construction, was now finished and being lived in. There was also a new hangar and more new sailplanes. This made a total of three hangars, a large work shop, administration building, and the beautiful new lodge, besides other smaller buildings, used as living quarters by employees of the school.

My flying started as usual with the training glider, "Wrona". First came a glide from the hill to a landing on the level ground in the valley. Next I flew their secondary glider, "Salamandra", with a landing back on the hill. After proving I hadn't forgotten any of the previous training, I went on from where I left off the year before, flying a "Salamandra" and a "Komar", two Polish types of light wind sailplanes. The "Salamandra" is a neat plane for secondary training. It has a wing span of about 33 feet, steel tube wing strut and semi-built-up fuselage, with air cushion skid. It is an easy plane to fly and one of Poland's most popular gliders of this type. They are built in quantity factory produc-

tion. After about ten hours with this plane, students are usually advanced to the "Komar" and "Komar Bis", described in the November and December issues of SOARING.

Before flying the high efficiency sailplanes, students must have at least thirty hours of previous training. It is at this turning point that most of the "Silver C's" are made. The pilots at Bezmiechowa are divided into four groups in accordance with the type of gliders they fly.

After having flown the CW-5, I was part of the fourth group and soon flew the "SG-3" with which I made my cross country flight which finished my requirements for the "Silver C". I was launched from the hill about noon. There was no wind, but I had hopes of finding a thermal. Fortunately, I did, and with the "SG", took advantage of it and circled to 2,600 feet above the start. From here, I started out on a compass course in the direction of Sanbor. After going from one thermal to another, I reached my destination after a flight of two and one-half hours.

After spending six weeks in Bezmiechowa, at a cost of only about fifty dollars, I had a total of 45 hours flying time, 15 of which were with high performance sailplanes. Three times I was above 1,000 meters and my cross country flights amounted to 120 kilometers.

My next step was to go to the Katowice airport for a course in aero-towing and aerobatics. The aero-towing course consisted of about 10 or 12 flights. We had different problems, including figure eights, distance and altitude soaring, and landing still attached to the tow-plane. We also made landings with the line still attached to the glider. On my last flight, I was towed to 1,500 feet, released, soared to 2,600 feet with the help of a few thermals, and made a flight of one hour.

My final course was in aerobatics. Unfortunately, I had to leave after my fourth flight on October first because of the disturbed conditions in Europe. Now that I have returned home, I hope to be able to make use of this experience and continue my soaring in America.

Soaring 2,000 feet over Bezmiechowa. Looking N.E.

