dents each, until all courses are filled. If additional courses are required, they will coincide with the above dates and additional instructors will be on hand to assist Stanley Corcoran.

The school will be equipped with one dual controlled two-place and at least one Utility, together with a winch, retrieving cars and all necessary equipment.

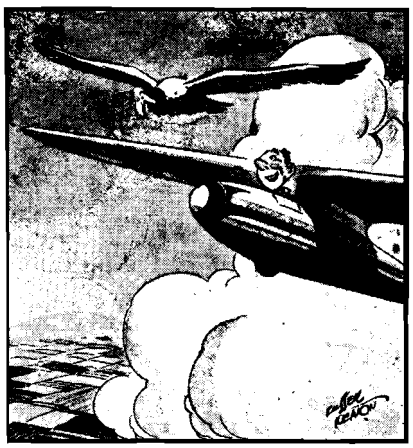
ROCHESTER

Emil Czerkas writes that he has joined the ranks of glider pilots building their own ships by having purchased a Baby Albatross kit. For the past four years, he has worked at the National Contests as a member of Stan Smith's ground crew. Now he is well on the way to becoming a contestant himself. Emil holds a Private Pilot's license for airplanes, so he should do justice to his new sailplane. More power to you, Emil!

OHIO

ZANESVILLE

Lester Swank has written us that he has nearly completed a 50-foot sailplane somewhat similar to a Hanover H-6 "Pelican".



Model Airplane News
"Nice thermal, ain't it?"

PENNSYLVANIA

PITTSBURGH

Received just too late to be included in the December issue was the news of the crash of the Falcon Gliding Club's "Komar Bis" at Butler Airport on Sunday, November 20th, resulting in the death of the pilot, Thaddeus ("Ted") Spychala. We have the following account from one of the club members who witnessed the accident:

"Ted had previously made several successful and correctly flown flights, with no indication of erratic movements or lack of proper control. He had just received his "B" license from the NAA. On the day that the accident happened, the weather was clear with an 8-10 m.p.h. south wind. In the afternoon, three of our members took turns flying our primary, the Wrona Bis. The primary was put in the hangar, and we helped to bring out the Komar Bis. I inspected the ship thoroughly, as I usually did, and everything was in the usual fine order. We were using 1,200 feet of steel cable towline and getting about 300-400 feet altitude. A pulley was attached to the tow car giving us a two to one speed ratio. Four successful flights were completed in the Komar, including one by Ted. On the last flight, the ship was towed to 400 feet. Ted released and flew straight for about 1,000 feet south along the edge of the airport, then made a 180° turn, flying north until he passed the point of takeoff. Then, for no apparent reason at all, he made three short, choppy waves, dips or dives—but not stalls—each shorter and steeper until he nosedived into a plowed part of the airport. The glider was demolished, except the rear part of the fuselage from the wing back and the complete tail surfaces, which were in A-1 condition. The C.A.A. Inspector checked the controls and was satisfied that they were in good working order. Immediately after the crash Ted became conscious and asked, "What happened?" Three hours later, he passed away in the Butler Hospital. With his passing we lost one of gliding's staunchest supporters. We shall endeavor to perpetuate his memory by carrying on the club and continue as before."

It is hard to arrive at the proper explanation of this accident without further information. However, it is just what might happen in the case of a pilot who was not in the best of physical condition and for some reason became faint or dizzy in the air. Although we do not suggest this as the reason for this mishap, it is something that should make all of us stop and think—and not fly when we do not feel "up to par".

WASHINGTON

OKANOGAN

Jack Owens, soaring enthusiast who operates Radio Station W7GDQ, sends a note of interest and warning to members who may have two-way radio equipment in their ships.

"One of the new regulations set forth by the Federal Communications Commission, and effective December first, is that there will be no more modulated oscillators on 5 meters. This makes further operation of that 5 meter transceiver unlawful; however, transceivers may still be used on 112, 224, 300 Mc., and upward in frequency. (Sec. 152.25, 152.42 revised amateur regulations.)"

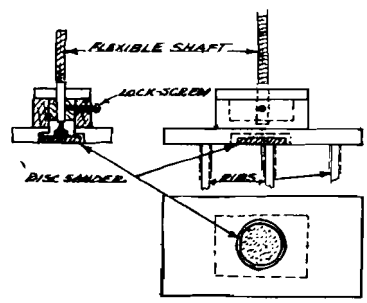
Jack adds that he hopes soon to start construction on a new sailplane.

CANADA

MONTREAL

Al Rivard writes that the Club de Planeur Laurentian ("Laurentian Glider Club"—they speak French in Montreal) is now three years old. Their ship is their own version of an old Bowlus which has now been rebuilt about seven times. They are now building a two-place, side by side utility.

This past summer, the club logged 69 flights. Two accidents marred their record. The first was from a stall at 75 feet, resulting in an almost complete washout. The second was due to the wind overturning the ship. For launching, the club has a winch built onto the front of a '28 Nash.



RIB SANDER

NEW JERSEY

GLEN ROCK

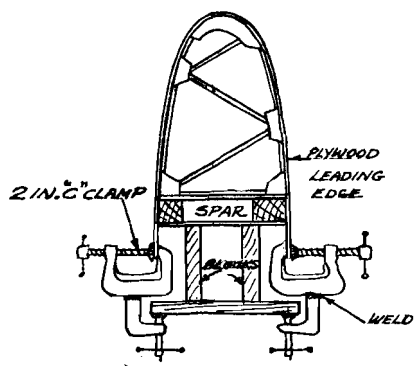
A technical note from Felix Chardon:

"Here are several wing construction hints which I have used successfully on my sailplane.

"The accompanying sketches need a little explanation. The first is used to bevel nose ribs on a D-tube wing so that a perfect glue joint is secured. It is nothing more than a disc sander mounted on a flexible shaft with a guide so that the disc always rotates in the same plane as the guide. The guide is made of wood and long enough to span three or more ribs. In operation, the whole unit is moved along the capstrips, the sander located over one rib and the ends of the guide on each adjacent rib. Thus, if there are any high spots on the central rib, the sand disc promptly knocks them off. This is done on each rib all the way down the wing, and the result is that one may lay a straight edge along the ribs and every rib touches. It is a certain way of getting a perfectly smooth leading edge with dependable glue joints. The whole leading edge can be done in about an hour.

"The second sketch shows a simple clamp for gluing the leading edge plywood to the wing. A modification of the clamps used in Germany (described by Ted Bellak in SOARING), it consists of two 2-inch C clamps braized 90° to each other, one to grip the plywood and one to exert the pressure on the back of the spar. It saves plenty of time when gluing long sheets of plywood to the wing. When

(Continued on Page 12)



LEADING EDGE CLAMP