

point of separation, to the point of landing or point of turn, depending on whether it is an attempt for a record of distance in a straight line or a record with return to point of take-off.

The difference in height existing between the point of separation and the point of landing must not exceed 1% of the total distance.

For a record of duration, with return to the point of departure, the duration shall be measured from the separation of the glider and towing plane to the landing point.

For records with return to the point of departure, the landing must be made in a circle of 1,000 meters in radius, of which the center shall be a vertical marker on the ground at the point of separation.

#### Seaplane glider category

The above records may also be contested by a category of seaplane gliders, that is by planes without motor, taking their departure from the water and landing on the water.

Several items listed above need special comment.

Only one trace may appear on a barograph.

The 150 kilogram weight required for the crew of a two-place ship cannot be made up by parachutes, instruments, etc. It must consist entirely of non-usable weight. A notarized statement to this effect must accompany the record report.

It should be noted that, although it is stated that the time for duration attempts may be taken by observers with stop watches, it also is stated that the official time will be that recorded on the barograph. The time and place of take-off shall be determined by two N.A.A. observers.

The hour of take-off is not to be recorded on the barograph trace, but on the take-off report by the N.A.A. official. This must be done for any record attempt.

## WURTSBORO WEEK-END

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to see my passenger's reaction, I saw a broad grin, irradicable for the next hour, and heard, "More!"

That was my resolve for the first opportunity, but I realized it was getting late and we had better take off to get back to Caldwell before dark. As we flew back in the Waco in the smooth evening air, I hummed to myself despite the fact that I was cold and conversation was impossible with my passengers in front. I had actually experienced what I had hoped for for so many years. At last, we, in the United States, have a truly high performance sailplane for two people. Now we can take up experienced sportsman pilots and give them the greatest thrill of their flying careers in a modern craft equal to the best in airplane design.

No, I am not selling Schweizers. Nor am I trying to sell soaring more than airplane flying. As a pilot of motored as well as motorless craft, I find myself, for the first time in ten years, flying

purely for sport. Anxious to work for the best in the entire private flying field I say to you airplane pilots who have never soared, that some of your greatest flying pleasures are still in store for you. When can I take you up?

## DESERT THERMALS

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a very similar experience in Woodie's "Thunderbird". He reported finding thermals of the same intensity, although he had a stronger thermal over the lake to begin with. He reached 9,500 feet above take-off and decided to cross the mountains to the west and follow the highway to Romona while heading for Escondido, thus flying a path north of, but nearly parallel, to mine. He found the same smooth stable air on the west side of the mountains and he glided to Romona where he found a thermal just as he was getting ready to land. With a little altitude again he headed for a group of hills to the northwest and, after going around one because he wasn't high enough to go over it, he used the surface wind to slope soar as he slid through the canyons and ravines and dodged around the hill tops until he was over Escondido where he landed in a little field after being in the air 3 hours and covering 40 miles airline.

He stretched his distance about 10 miles by this slope soaring, which is really unusual on a distance flight.

## THE GOEVIER

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large compartment behind the seats gives plenty of space for baggage and for two complete sets of oxygen equipment for high altitude flights. The fillets between wings and fuselage, as well as the fuselage nose, are made of several layers of cheap cotton cloth, stiffened with a certain glue which preserves the desired pressed shape and makes it waterproof.

The main fittings of the "Goevier" are of hardened chrome-molybdenum steel. The wings are attached to the fuselage by tapered pins, which are removed by a special tool.

The "Goevier" may be flown single-seated with the use of a fifty-five pound cast weight which is delivered with the plane, and is fastened to the floor board of the cockpit by two screws.

The "Goevier" has to be forced into a spin, and will come out immediately if controls are put neutral. She may be flown as slowly as 31 m.p.h. without slipping off sideways. Each plane is test flown before shipment by the manufacturer.

## THE BRIEGLEB

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fittings except the aileron bell cranks. These are X-rayed castings of 196-T4 aluminum alloy.

Push-pull tubes are used for ailerons and elevators and all guides are accessible for immediate lubrication. The struts are of 1020 electric welded Kawneer streamline tubing and the fuselage is constructed of 1010 electric welded seamed tubing. The tubing is easy to cut and weld and lends itself to the rigors of utility training and repairs.

Chrome moly tubing has been used only in those portions of the fuselage where loads were extremely high and a

sufficient saving of weight could be obtained to offset the advantage and economy of the other tubing.

The empenage is constructed of 1020 diagonal channels. 1025 steel tubes are used in all torsion members and 1025 plate is used for all fittings. The ship will be covered in the future with light airplane cloth instead of the unbleached muslin now in use. This is necessary to eliminate the fourteen pounds added by the heavier cloth and the extra coats of dope necessary to obtain a smooth finish.

The utility is equipped with an "air-speedometer", brake, and balancing control. Before a flight begins, the ship is balanced, as placarded, by removing or adding lead washers on the stern or nose rods provided for this purpose. In flight, the glider may be trimmed by operating a small handle on the right side of the cockpit, connected to an elevator "bungee".

The release and brake are operated by simple controls on the left side of the cockpit. As an added precaution, the release hook itself may be reached by the pilot during flight and the end of the rope and ring are visible at all times during the tow.

Total span	32'3"
Total length	18'9 1/2"
Height (To top of wing)	51"
Airfoil	NACA 4412
Effective aspect ratio	8.9
Wing area	117 sq. ft.
Horizontal tail area	15.8 sq. ft.
Vertical tail area	7.8 sq. ft.
Aileron area	19 sq. ft.
Empty weight	180 lbs.
Gross weight	370 lbs.
Wing loading	3.2 lbs./sq. ft.
Gliding angle	16.5 to 1
Sinking speed	2.8 ft./sec.
Stalling speed	30 m.p.h.

## What Use Is It?

(Continued from Page 1)

understand more thoroughly why his airplane acts the way it does.

In the third place, in order to become a soaring pilot, he will be required to have as complete a knowledge of meteorology and atmospheric conditions as military or airline pilots and, in addition, he will be familiar with other aspects of the subject which the latter will seldom meet.

To sum up our arguments, we can supply a safe and inexpensive means of getting thousands of young people into the air. We can reduce the cost of their airplane training, and we can produce better pilots. They are better pilots, not only because they are more skillful at the controls, but because they have a knowledge and background of aviation that can only be obtained by active flying. Their judgment is more mature.

"Even so," says our veteran soaring pilot, "the only reason I soar is because I like it."



## WASHINGTON

Peter Riedel will be leaving Washington during the latter part of May, and will arrive in California with his Kranich around the beginning of June. He will be there for about ten days and says he hopes to see as many of the boys as possible who do not go to the Texas meet. He expects to make some distance flights during the trip.