

## NEWS FROM FRANKFORT

### FRANKFORT SAILPLANE CO. RECEIVES ORDERS

The Frankfort Sailplane Co. has become a very busy institution. A Cinema sailplane was recently delivered to Ralph Dixon, Dr. Fred Thacker, and Bob Nixon. Our Club has placed its order for a new Cinema, and production will begin in a few days on another which was ordered recently. Stan and his aides will be burning the shop lights many nights this winter to keep up with the enthusiastic reception the Cinema line is receiving.

Stan Corcoran is now working on a new ship for himself which promises to be a big improvement on the present splendid performing Cinema with which he has gained so many coveted laurels for himself. Those who are familiar with the present Cinema and its record feel sure that this new design will be one of America's outstanding ships in the field of soaring.

### THERMAL SOARING

Ralph Dixon and Dr. Fred Thacker, "The Flying M.D.," recently made two very interesting thermal flights from the airport in their new Cinema sailplane. Ralph was up for fifteen minutes. When he decided to turn back because his noon hour was up and he had to get back to work and the Doctor was waiting for a chance at it, he was at 2000 feet and getting lift of 10 ft. per second. He had to dive the ship at 60 mph to get out of it. The Doctor was up for a similar length

of time under similar conditions. These flights have some interesting aspects and I hope to have a detailed report from Ralph on them next month. (Ed. Note: The Frankfort Airport is 1 mile inland from Lake Michigan and should not be confused with Siberia, the new thermal soaring field.)

### FRANKFORT GLIDER CLUB

At a recent meeting the club elected Ralph Dixon to succeed Jim Smiley as President, Lawrence "Doc" Kinne to succeed Dr. Fred Thacker as Vice President, and Lois Morrissey was reelected Secretary and Treasurer.

Geo. Bennett recently qualified for his C with a nine minute flight at Crystal Downs. Conditions were such that the flight could have been extended over a much longer time, but there were other C aspirants waiting on the beach for their turn at it and instructor Stan Corcoran signalled him in at the end of the nine minutes. An unfortunate landing by the next man up ended the attempts for the day and the good ship, "City of Frankfort," is in the shop for repairs.

The club now has ten "B" and four "C" pilots among its members. Next month we hope to be able to report several more "C" licenses and some interesting flights. This season of the year with its dominant north wind provides opportunity for splendid soaring at the downs and, if one can dress warm enough, some record making flights can be made.

CYRIL BENNET.

## DISTANCE WITH RETURN

### Captain Charles Adds To His Achievements

Apparently the arrival of fall with its cooler days and traditionally lessened thermal activity has little effect upon our friend Captain Shelly Charles, as witness the following three flights made during the past month; all from aero towed starts.

On September 13th, a thermal flight of two hours duration was made, mostly over the industrial section of Atlanta's west side. As on previous occasions, considerable lift was derived in the heat from factories and rubbish fires, and although at times the variometer in the Baby Albatross registered a bare one foot per second climb, the lift was characteristically constant. This fact alone is worthy of note, since if such lift may be relied upon, it is the means of prolonging any flight over this type of territory that does not ordinarily offer many landing places. As is usual with him, Captain Charles quite nonchalantly returned to Chandler airport for the landing, thus completing a neat fifteen mile round trip!

The next time the ship was taken out of the hangar was on October 7th, and although the day was not propitious (scattered biscuit-shaped cumuli under an inversion) another two-hour duration was turned in, including a twenty-mile round

trip to Fairburn, Ga., and a leisurely jaunt over Atlanta. The maximum altitude reached was about 6400 feet above take-off, and the ship was never below 2000 feet during this period. Landing was made back at the airport.

On October 8th another attempt was made under a perfectly cloudless sky. This was prolonged some forty minutes on invisible thermals, with return to the point of take-off.

Not the least of his achievements, is the ability of Captain Charles always to return to the airport. During the past four months and nearly a dozen flights, the "La Paloma" has not once been dismantled. Indeed, there isn't even a trailer built for it yet! It is significant, however, that practically every flight has been carried out on a day with very little wind. This, of course, enables the pilot to cover the terrain in almost any direction, and minimizes his chances of being drifted out of reach of the field.

Interest in gliding and soaring continues to grow in this section. From a few interested spectators last spring, our enthusiasts now number nearly thirty. In the near future we hope to organize into a unified group of some sort, with the idea of promoting soaring in the Southeast. It is probable that from this group, one or more active glider clubs will be formed.

AVERY HALL.

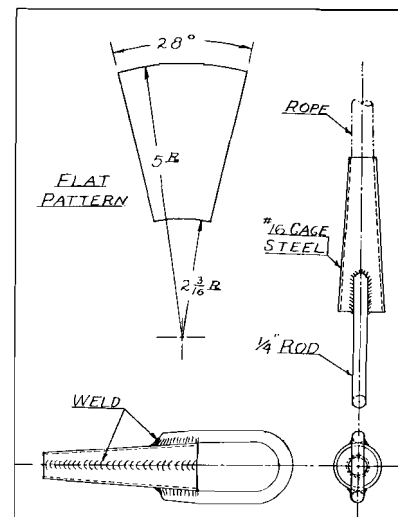
## NEW GADGET

### Jay Buxton Describes Novel Tow Rope Terminal

The usual loop on the end of the tow rope wears rapidly by reason of its being the largest part to drag along the ground. If the rope eye is not spliced tightly or wrapped in some way, the metal eye gets cross eyed and frequently falls off.

To avoid these annoyances we adopted the old and proven swedged cable end to the tow rope. It works very well and has not gone haywire after considerable hard usage on our winch.

The rope should be back spliced or folded back and wrapped tightly till a suitable bulge is made. If all the rope doesn't pull into the taper it is just as



well, as what sticks out makes a pad for the ring when they drop from the glider. In welding, be sure to put in the hitch ring before welding the loop to the tapered tube. The sheet stock used should be at least 1/16 inch, as it gets a beating every time it falls after releasing from the tow.

## NEW C. A. A. INDEXING SYSTEM

The Civil Aeronautics Authority has adopted a new system of identifying and indexing its economic and general regulations. The Civil Air Regulations are not affected by the change, but new numbers have been assigned to the rules of practice and all other permanent regulations.

Under the new system, the Authority's regulations will be divided into two chapters, Chapter I and Chapter II. Each chapter is divided into part numbers and each part number is subdivided into sections.

## Shock Cord Launching

"Did you say he was launched by shock cord?"

"Yes."

"... and he went forty miles?"

"Yes."

"Gosh! What a shock cord."