

ON LAUNCHING SAILPLANES

Reprinted from "The Sailplane and Glider"

Mr. A. York Bramble, M.R.S.T., has written a treatise on winch launching which deals with the design of winches and methods of communication between winch driver and pilot. The following is a summary of the more important points.

Of the principal methods of launching gliders, winch launching is the most satisfactory, but in its present form it leaves a lot to be desired. In dealing with the design of a winch, the necessity of jacking up the rear wheels is to be avoided. The cable should pass through the normal rollers, behind which is mounted a cutting device operable from the driving seat, round a pair of grooved drums driven by the engine, and it should then be fed on to a storage drum. The advantages of this system are, first, that the drive is not positive since it is by the friction of the cable around the grooved drums, which should therefore provide a smooth take-up at the beginning of a launch; and secondly, that the cable is not under great tension when stored.

Two-way communication between the pilot and winch-driver can be maintained during the launch by the use of a separate "live" cable attached to the launching ring of the winch cable (the latter acting as earth return) and plugged into a socket

on the glider close to the quick release. The "live" cable is not wound in during a launch, but is permitted to form a loop on the ground, which, with care, does not tend to get entangled. An alternative method is to use a special launching cable with an insulated wire core instead of the usual hempen one. This type of cable would be used for aero-towing where telephonic communication might be usefully employed.

The equipment for the glider need weigh no more than 2 lbs. if a lightweight

headphone and microphone set is used. As a result of this method of launching the pilot is enabled to give the winch driver the signals for commencing the launch, and he can then converse during the launch, saying whether it is too fast or too slow. Also there is the considerable advantage of being able to instruct a pupil while his initial flights are taking place. In the latter case the pupil has headphones only.

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LATEST RECORDS

The following is the most recent list of official international records sent by the F.A.I., and official national records of the N A A. Those marked * are new this summer.

The international and national goal flight record and the national two-place distance record require some explanation. In June, Woody Brown made a 263 mile goal flight from Texas. Also, a Russian pilot, Zatzov, made a goal flight of 257 miles, and another one of 353 miles. In September, when the list of new records was received, we discovered that the 353 miles flight was not recognized, and that the 257 mile flight is now official. Since the F.A.I. will not permit its representative, the N A A to recognize a national record that is greater than the international record, there is now no national goal flight record. If Brown's flight cannot become the world record, and, hence, the national record, the next in line will be Warren Merboth, with 202 miles, and Bob Stanley, with 190 miles, both made at the 10th National Contest. Stanley's flight last year, of 225 miles, from Elmira to Washington will not count, since he landed further than 1000 meters from his preannounced destination.

SINGLE PLACE

	<i>Airline Distance</i>	<i>Goal Flight</i>	<i>Distance With Return</i>	<i>Altitude</i>	<i>Duration</i>
International Record	*O. Klepikova, 465.532 Mi. U.S.S.R.	*P. Savtsov, 257.957 Mi. U.S.S.R.	Bernard Flinsch, 189.906 Mi. Germany	Erwin Ziller, 22,434.338 ft. Germany	Kurt Schmidt, 36 hrs., 35 min. Germany
National (U.S.) Record	*Woodbridge P. Brown, 263 Mi.	None	None	*Robert M. Stanley 17,263.743 ft.	Lt. William Cocke, Jr. 21 hrs., 34 min.
International Feminine	*O. Klepikova, 465.532 Mi. U.S.S.R.	*E. Zelenkova, 121.282 Mi. U.S.S.R.	None	*E. Zelenkova, 6,794.605 ft. U.S.S.R.	Wanda Modlibowska, 24 hrs., 14 min. Poland
National (U.S.) Feminine	None	None	None	None	Helen M. Montgomery 7 hrs., 28 min.
International Power Glider	None	None	None	Micha Offierski, 15,075,428 ft. Poland	Micha Offierski, 5 hrs., 24 min., 19 sec. Poland
National (U.S.) Power Glider	None	None	None	None	None

MULTI-PLACE

	<i>1st</i>	<i>2nd</i>	<i>3rd</i>	<i>4th</i>	<i>5th</i>
International Record	*I. Kartachev, pilot; P. Savtsov, passenger, 385.093 Mi. U.S.S.R.	*I. Kartachev, pilot; A. Gorokhova, passenger, 245.895 Mi. U.S.S.R.	Heinrich Huth, pilot; Heinrich Brandt, passenger, 160.829 Mi. Germany	E. Ziller, pilot; Quadfasel, passenger, 10,839.872 ft. Germany	August Bodecker and Karl H. Zander, 50 hrs., 26 min. Germany
National (U.S.) Record	None	None	None	*Lewin B. Barringer 6,558.386 ft.	None
International Feminine	*O. Klepikova, pilot; E. L. Rastorgueva, passenger, 94.845 Mi. U.S.S.R.	None	None	*L. Valikosseltzeva, pilot; N. Zavialova, passenger, 5,360.881 ft. U.S.S.R.	*E. Zelenkova, pilot; K. Samatina, passenger, 12 hrs., 30 min. U.S.S.R.
National (U.S.) Feminine	None	None	None	None	None
International Power Glider	None	None	None	None	None
National (U.S.) Power Glider	None	None	None	None	None