

Foreign & News Notes

ARGENTINA Soaring at Tourist and Summer Resorts

by Robert M. Marsden
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There exists usually in every city or tourist resort a Tourist Bureau, many times municipally owned.

The bureaus have as their goal the making of their respective resort the preferred place for tourists to spend their vacations or an obligatory point included in each tour or trip of this nature.

And with this end in view the Tourist Bureaus obtain a temporary rebate on railroad and bus journeys, organize hotel and transportation service, trying by all possible means to improve the available accommodations to make them inviting to the visitor, and to make his stay more attractive, organizing functions and festivals, all of unquestionable helpfulness and benefit to the end in view, that is, the increase of the commercial and social activity in the respective locality.

But, without doubt, at no time will these Tourist Bureaus have thought of the importance that soaring can come to have for the improvement, or even better, the more complete attainment of their ends.

Motorless flight activity in all its forms constitutes a grand attraction for old and young; now it may be considered an activity which can be classified as scientific, or it can also be a sport or, for many, a mere curiosity, and what is more, a spectacle, because it cannot be denied that the contemplation of the flight of sailplanes and gliders is in the highest degree enjoyable and beautiful to the point of being irresistible and with good reason especially if, to mere soaring, are added some aerobatic performances or thermal or ridge soaring, seeing that in many of these summer resorts hills abound, at times close to the city itself, and also unsurpassable atmospheric conditions for thermal soaring. These conditions are always interesting because of the meteorological and physical phenomena which it is necessary to know and study carefully for the interpretation of the signs in order to accomplish these flights.

There are in some European countries motorless flight centers which are obligatory points of interest where thousands of tourists gather not only from their own country but from the whole world, especially during the periods when large annual soaring contests are held, in order to witness them because their fame has reached beyond the frontiers.

And without doubt it will not be difficult when the time arrives for the same thing to happen with us, but to succeed, in addition to official action in favor of motorless flight, it is also necessary that these Tourist Bureaus begin to go into the "secrets of motorless flight" so that its object and usefulness can be well known and

understood as much for the young people as for the community in general and to serve their purpose of increasing the number of tourists that patronize their respective center, and for that purpose it is necessary that you lend all possible aid to the soaring club which exists in your locality or found one if there isn't one.

Then not many years will pass before—also in our sky at soaring sites we can contemplate, in magnificent flight, dozens or perhaps hundreds of gliders manned by clear-sighted and bold-spirited youths whose knowledge, in addition to being a good investment for the state and for themselves, serves also to combat effectively the ignorance which, in regard to soaring, reigns among the greater part of the people. It can also prove that motorless flight is something more important and useful than it appears to the casual glance.

Aeronautical World.

NORTH IRELAND

William Liddell, one of our loyal foreign members, wrote on November 14, as follows:

"I have received the February-March issue of SOARING for which I am much obliged. I have the June-July copy and look forward to receiving the August-September magazine.

"SOARING is the one thing left to look forward to and every word and line is thoroughly digested.

"Tonight I am having dinner with two Silver 'C' pilots. One is a Spitfire pilot, recently shot down and baled out after being slightly burned, and the other a doctor in the Navy. I think there is more of a brotherhood among sailplane pilots than in any other form of sport.

"Unfortunately, many of our good pilots and some of my best friends, have already been written off. The only crowning thought is that after the war, when there are shoals of pilots to whom ordinary flying will be too expensive, the gliding movement will come into its own."

SWEDEN

The following is an excerpt from a letter received by Robert M. Stanley, a Director of The Soaring Society, from Rolf Nykvist, Orebro, Sweden:

"Your letter is of great interest since we Hyperboreans know very little about the activity in your country. What most strikes me is the high standpoint of the records. They are quite equal to the best now existing in Europe. My view is however that these will be considerably improved when the sport has got the comprehension that it e.g. has in Poland and Germany. As to the Nomad I should be very glad if you could mention the cost approximately, and if it may be built by non-professional men. As in the U. S. the activity here in old Europe has suffered by the war, and concerning Sweden we have been forced to defer our training. By an obligingness of the authorities the flying in the Olympia plane has been able

to continue. Besides we are going to open a school at Alleberg, a place in the south of Sweden, this spring, and we have for this purpose already got about \$30,000. We have therefore every reason to look forward with hope.

"In your letter you ask if I think the Nomad has any possibility to compete with the relatively inexpensive German sailplanes. Yes, I do. Apart from the Baby, the Wolf, the Rhonbussard and equals to these, which are to be considered as training planes, the high performance sailplanes cost about \$1,000-\$1,600. The Olympia is said to cost \$1,000, while such as the Weihe, the Mul7d, D30 Cirrus, the Reiher III range in cost between \$1,300 and \$2,000. The construction is mostly of wood except the Horten 3 (b) (flying wing), but on the often hard landings especially on cross-countries, during which it sometimes is difficult to find a suitable landing place, damages arise on the planes. It would therefore be very good with all-metal planes on account of their lower cost of maintenance and their greater strength in such cases when the demands are hard on the material."

GLIDER ACCIDENTS

The following accident reports were recently released by the Civil Aeronautics Board:

"GLIDER UNDERSHOOTS FIELD.

"An undershot landing, brought about through inexperience of the pilot with the type aircraft involved, caused the crash at Tarzana Airport, Tarzana, California, November 26, 1939, in which pilot Allen L. Patterson was seriously injured, the Civil Aeronautics Board reported today.

Pilot Patterson, who had flown 5800 hours in "power-driven" aircraft, took off from the Tarzana airport by automobile tow on his first glider hop. At about 300 feet he released the tow line and made several circles before heading toward the airport for a landing. He undershot his landing and the glider struck a weed-covered dry wash outside the airport boundary, damaging the wing struts and fuselage of the Bowlus "Baby Albatross" glider.

"Probable Cause: Pilot undershot the landing area during the landing approach.

"Contributing Factor: Inexperience of the pilot with the type aircraft involved."

"SAILPLANE CRASHES AFTER DOWNWIND TURN.

"When he stalled his sailplane while attempting a downwind turn near Rosamond, California, March 17, 1940, Byron W. Woods, an uncertificated pilot, crashed and was seriously injured, the Civil Aeronautics Board reported today.

"Pilot Woods was flying the Volmer sailplane in a wind of about 10 miles per hour when, the evidence indicates, he stalled it in a downwind turn. The aircraft fell off into a spin, which continued until it struck the ground and was demolished. The pilot had no recollection of the details of the flight.

"Probable Cause: Pilot stalled the sailplane while executing a turn.

"Contributing Factor: Inexperience of the pilot, who had no recorded experience with sailplanes."