GOAL AND RETURN

(*Continued from page 6*)

search of stronger cloud currents I arrived over Wheeler Ridge, about half way to Maricopa, with an altitude of only about 1500 ft. above the valley floor. By now it was 2:15 p.m. and the sky was generally overcast. I fought for every foot of altitude with only weak thermals under the overcast, which seemed to have a ceiling of about 6,000 ft. This was very discouraging but I continued to head for Maricopa and gradually found stronger updrafts until finally getting into one of 10 ft. per sec. and spiralling up to 5,000 ft. above take-off. At this point I headed straight for Maricopa with very little sink of only 4-5 ft. per sec. but the air grew steadily rougher and the heavy overcast made vision quite difficult. There were no strong thermals but almost no sink, indicating a general rising air condition over that whole area.

Thunder squalls now appeared on both sides of Maricopa, to the north and south, as I approached from the southeast. Turning on the radio receiver produced very heavy static and crashing, indicating the presence of lightning. About two miles from Maricopa I ran into heavy rain and hail in very rough air. Contest rules made it necessary for me to take a picture of my goal in order to prove that I had reached it so I struggled closer and tried to get a clear view of the town. After skirting one of the rain squalls in an effort to get directly over the center of town I found myself in such rough air that it was not possible to keep the glider under control and I almost lost the camera several times. Finally I got a picture from a distance of about one mile and an altitude of 1,800 ft. and headed for home at once, flying a straight compass course.

Flying downwind made progress rapid but thermals more few and far between. After proceeding five miles I was down to 1,500 ft. searching for thermals with slight success. Those that I did find were two small to spiral in. By now I was very cold so picked a landing field and prepared to give up. But just as I would prepare to land another small thermal would tantalize me a little and I hung on. About seven miles east of Maricopa conditions began improving and I gained 500 ft. Then I headed straight east again and for about 20 miles in a straight line I continued gaining until the plane was up to 4,200 ft. altitude. At that point I overtook the storm front, with up conditions averaging 9-10 ft. per second. It was now about 4:40 p.m. and quite dark under the overcast. In my coldness and haste to get home I made the great mistake of running on past the front. Had I stayed in it the return flight would have been slower but surer. As it was I soon ran into weak conditions and in spite of struggling with such thermals as I could find continued to lose altitude. Finally I had to give up just four miles short of my take-off point and land at the foot of the hill on our emergency landing field. The landing was at exactly 5:00 p.m., just four hours after my take-off.

BOOK REVIEWS

When we were asked "where could we get a technical Spanish-English dictionary" we found one: "New Commercial and Technical Dictionary," $3.50, Chemical Publishing Company. It appears to be perfectly satisfactory.

For our night flying glider pilots this same company publishes a "Navigation Star Finder" by Francis Chichester for $.75. It differs from other star finders in that only navigational stars are shown. The usual multitude of stars is omitted, simplifying the problem of star identification. This device is useful in northern and southern hemispheres.

"Weather Elements" by Thomas A. Blair, Prentice-Hall, 1942. Price $4.00. A thoroughly good book covering the subject of meteorology clearly and completely. The explanations are simple, direct and correct and the style is readable. This book is not for the casual reader; it is for the person who really wants to know but shies away from mathematics.

"Private Pilot's Handbook" by Arthur G. Norwood, Pitman Publishing Company, 1942. Price $2.50. A single book which contains all the material a private pilot needs to know for the examination for private pilot. The topics are: Elements of Flight Theory, Meteorology, Aerial Navigation, The Use of Radio in Aircraft, Civil Air Regulation, the Flight Test, and various appendices. Though the material is concisely presented, it is adequately covered and withal readable. These publications may be purchased from the Book Service of the Society.

Only Sissies Need Motors

You can have your high-powered Cyclones
And your liquid-cooled Allisons, too.
Give me a handful of thermals
And a thunderstorm or two—

We'll load up with sixty Commandos
Five jeeps and a big G.I. truck,
Land in the outskirts of Munich—
Sweetheart, please wish me luck—

Now, after we finish at Munich
And have Hitler's guts in a sack
There's only one question unanswered:
Oh, how are we going to get back?

WILLIAM C. LAZARUS,
Captain, U.S.A.A.F.

(*Time*, Sept. 28, 1942)

CORRIGENDA

September-October, 1942, SOARING.

Article "Slope Soaring" by August Raspet. Page 1, column 1, 9th line for 33 read 13. Page 2, column 2, the — sign in equation for sinking speed should read +. Page 13. 11th line, after the word "best" the bar should read $\frac{L}{D}$

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needs your help to make its educational work more effective. We receive requests from members, clubs, schools, organizations for glider films, glider lectures and glider pictures. We try to satisfy these requests as far as possible, at no charge. Lend us your motion picture films, your kodachrome slides, your negatives. After we make duplicates you will get them back. We will then piece together glider films, film slide lectures which you will be able to borrow. Send your material to the secretary — Ben Shupack, 949 East 29th St., Brooklyn, New York.