

Glider Towing Hooks and Releases

(Continued from Page 6)

A characteristic of the DLV hook (which in the later form is also referred to as the DFS hook) to be noted is that if after release the release handle is let go the hook closes again automatically. The cable cannot be hooked on unless the release is operated from the cockpit, and this is considered by many to be an advantage, because it might be dangerous to be able to attach the cable with nobody in the cockpit. The glider might be towed off empty.

The DLV hook is not to a standard design in detail. It can be made in different sizes and with variations in the arrangement, although the essentials:

- Bearing ring
- Toggle-operated hook
- Spring return

must be present.

The DLV hook has been used successfully for many years in many countries. It was on the basis of the DLV hook that the British and American military glider towing hooks were designed.

Figure 7 shows an early version of the British Malcolm hook (No. 4) which can be recognized as very similar to the DLV hook. There is the bearing ring, now a hole in a plate. The double ring of the DLV hook is replaced by a plug as shown. Instead of the cable ring bearing on the bearing ring the plug flange does so. The mechanism and spring is more costly and complex as befits a heavily loaded military job.

On Figure 8 is the later Malcolm hook (No. 6A) which was standard on British gliders and tugs. In this there are 2 hooks and the plug is double sided, but its ancestry is still visible. The jaws are so shaped that on release two shoulders force the plug out, which is a useful point. The USAAF hook was developed from the British Malcolm hook because military glider development in U. S. A. had not been instigated as early as in Britain. This is shown in Figure 9. The principle is the same, 2 hooks and a toggle release. Details are, however, very different, the plug being of the double ring type so that the hooks close together. The toggle collapses aft instead of forward which enables the diameter of the assembly to be reduced. The USAAF hook appears to be simpler and neater than the Malcolm hook as is to be expected, since it is a development and a development should be an improvement.

A hook used widely in Poland is shown in Figure 10. The version shown is due to W. Czerwinski. It has the bearing ring and completely internal mechanism of the DLV hook, but uses a latch instead of a toggle, with the usual disadvantages of latches. It can, however, be closed by pressing the attachment ring into it and therefore needs nobody in the cockpit to assist in attaching the cable. Whether this is a disadvantage or not cannot be discussed here.

(To Be Continued)

Dallas Wise, Jr.

Many friends will mourn the passing of Dallas Wise, Jr., who was killed April 8, 1946, in a crash of an Army transport in northern China. Wise, who was just 20 years old, held the rank of Sergeant and was radio operator as well as co-pilot. The ship crashed near Yen-an, China, killing all crew members and 10 passengers. This was the crash in which the 10 Communist Generals were killed.

The following paragraph, from his father's letter, will be of interest to those who knew him well:

"Dal's last address showed him to be in the Peishiyi Det. 14th Air Group, APO 907, and this base was located right near Chungking. He was also in the China Air Service Command, the 332 Troop Carrier Sqdrn., 10th Air Force, and would have been on his way home in another month or so. He was in the army twenty-seven months and had flown all the way over to China and to almost any known town in China that could be mentioned. Once he wrote that he knew more about China than he did the United States. He had seemed happy and liked his crew members very much. The pilot had given him a lot of instruction and he was making take-offs and landings and handling engines, etc., all by himself. As far as we can learn he must have been the co-pilot on the last trip. The ship was enroute from Chungking to Yennan, China, and had stopped at Sian for gas, and that was the last seen or heard of them. The place of the crash was about a hundred miles north of their intended destination but unless we hear from some of the boys there we will probably never find out what was the cause of the accident. The terrain at the point of accident is bad and mountains there are around 5000 to 7000 ft."

Dal, Jr., had followed his father to glider meets ever since he was a small boy. He earned his "C" when he was 14 years old and was one of the participants at the last National Contests at Elmira. He was expected to return to his home in Detroit in a few weeks where his father had a Schweizer TG 2 ready for him and a long vacation planned. He will be missed by not only his family but by many of us who knew him well and looked forward to his becoming one of the outstanding soaring pilots of the country.

L. D. Montgomery

L. D. Montgomery died May 21 as the result of a glider accident which occurred three weeks before. The accident happened on the 28th of April. It seems the tow line broke and the wind flipped it up over the wing pulling the glider down into a tree first, then to the ground. Details are being sought for publication in the hopes that a similar accident can be avoided.

Montgomery was a Silver "C" pilot and was well-known at National Soaring Contests. He was the prime mover behind the XYZ Glider Club in Detroit and recently had been getting a new club under way in Cleveland. With Montgomery's passing, the glider movement has lost one of its most ardent supporters and hard workers.
