

up weight of the glider whichever is greater, in the following directions:

- (1) Horizontally forward.
 - (2) Forward and upward at 30° to wing root chord.
 - (3) Forward and downward to 80° to wing root chord.
 - (4) Forward and sideways at 30° to the plane of symmetry of the glider.
- (b) Under an actual load of 30 lbs. acting downward and aft of 80° to the vertical to the wing root chord the automatic release will function under aero-towing conditions.
- (c) Under an actual load of 5 lbs. acting downward and aft of 80° to the vertical to the wing chord the automatic release will function under auto or winch towing conditions.
- (d) Requirements (b) and (c) will be fulfilled when the load has a sideways component of 20°.
- (e) The operating force for release should not be greater than 20 lbs. at the pilot's control and never less than 5 lbs. The pilot's control should move 4 to 6 inches to release.

3. Specific Requirements—Open Hook

- (a) The hook and its attachment to the glider shall withstand a limit load of 900 lbs. or twice the all-up weight of the glider whichever is greater, in the following directions:
- (1) Horizontally forward.
 - (2) Forward and upward at 30° to wing root chord.
 - (3) Forward and downward to 45° to wing root chord.
 - (4) Forward and sideways at 30° to the plane of symmetry of the glider.
- (b) The hook shall be so shaped that the ring on the shock-chord or cable will fall out automatically when the direction of pull is steeper than 45° to the wing root chord.

* The limit load multiplied by 1.8 is the ultimate load. This follows CAR 05 in which the factors are limit load times 1.5 times 1.2 which comes to 1.8.

COMPARISON OF THE ELMIRA AND ALLEBERG CONTEST RULES

(Continued from Page 7)

after achieving high altitudes than from a minimum of altitude. High altitude is a premium in itself and should not be doubled by some extra altitude points.

The Elmira rules also try to compare the performances by computing points in relation to the maximum distance of the day. It is made in a rather rough way, however, in comparison to the Swedish method. What is most astonishing of all the rules is the variety of bonus points which increase the influence of chance instead of decreasing it, mixing up everything with factors that should be quite trivial to a national soaring competition. Why should a contestant have bonus points for Silver C performance flights, or even Golden C? Such flights are his own business and should have no influence at all upon the result of the Elmira contest

as far as I can see. I can appreciate that everyone is anxious for new American soaring records, but that is no reason to give a record breaking pilot 500 points extra. No doubt he will break the record without any extra bonus—if he is a trained pilot and the weather conditions are good. Just the weather conditions alone play such a great part in any kind of a soaring record that it is not fair to give a pilot 500 points extra just because he happens to fly under those conditions. The record ought to be enough premium in itself.

There is a curious item under Section XII. Obviously pilots of any nationality may enter the contest—at least nothing against that fact is mentioned anywhere in the regulations. In XII, 1, it is said that the National Soaring Champion shall be that person who amasses the largest total points. Finally it states that "The Soaring Champion must be a citizen of the United States." What on earth will happen if a foreigner by some chance amasses the largest total of points? Will he immediately become a USA citizen or what? If so, soaring in the USA is indeed a very enjoyable sport.

A bonus of 100% on the distance points is given for return flights. On a good day with soft wind it is very easy to make goal flights over reasonable distances and return to the take-off place. In a strong wind it can be very difficult and even impossible. I believe consideration should be taken of the strength of the wind.

However, the moderate bonus of 25% for landing on the goal field is probably better than the 50% given at the Alleberg Contest.

Stanley C. Fierstein

Lieutenant Commander, U. S. Navy

It is with a feeling of deepest regret that we report the death of Lieutenant Commander Stanley C. Fierstein, U. S. Navy, Officer-in-Charge of the Navy detachment at the 13th Annual National Soaring Contest.

Commander Fierstein and his passenger, 1st Lieutenant Glenn S. Linder of the Army Air Force, were killed when the tail of the two-place Navy Pratt-Read sailplane in which they were flying was cut off by an airplane at low altitude over the Chemung County Airport, Elmira, N. Y., on Saturday, August 17th, the next to the last day of the contest.

Commander Fierstein, who served as an observation plane pilot on the cruiser USS Philadelphia during the Sicilian and Italian campaigns, and was the recipient of two Air Medals and other decorations for gallantry in action, was the head of the Experimental Flight Test Division of the Navy Aircraft Modification Unit, Johnsville, Pa., commanded by our President, Capt. Barnaby.

To his family and friends we extend our deepest sympathy, and hope that they will take a measure of comfort in the fact that he died in line of duty through no fault, error of judgment, or lack of skill on his part, while engaged in a work he loved.

Soaring has lost a good friend.
