

## News FROM Clubs AND Members

BEN SHUPACK has been in touch with the Federal Communications Commission about a place in the radio spectrum for gliding. In 1940 he secured for us the present assignment of 39,060 Kc for portable mobile operation between the car and glider, and glider to glider. Commercial development work on transmitters and receivers was stopped by the war. At present, the F. C. C. is moving all aviation services to the ultra high frequencies. The new glider frequency will be 123.3 megacycles. The requirement of .01% frequency tolerance necessitates the use of a crystal controlled transmitter. At present, radio equipment must be home created affairs.

BILL COVERDALE is using his L-K glider to its full capacity in Chattanooga, Tennessee, in building local appreciation of gliding. He performed a good deed by inviting some of the local youth to go with him to the Sanford Meet for more indoctrination.

### THE COVER

While it is doubtful if the Olympia will ever fulfill the purpose for which it was intended—a sailplane to be used by all competing in the Olympics—nevertheless it is an excellently designed sailplane of moderately high performance. The Olympia is being built commercially in Sweden (at \$4000 per FOB) and in England by Elliotts of Newbury Ltd. (at £495 or \$1980). These foreign built Olympias do not have landing wheels as shown, as this was an addition made by Guy Storer.

A complete set of prints may be purchased from the SSA at cost—\$135.00. Let us hasten to caution those who would rush in; the plans are all in *German* and all dimensions are *metric*. Guy Storer took four years and Ray Lunger has spent several and is still at it, though well along, and is enjoying himself immensely. Still it is a well worked out design and when the blood and sweat and tears are over the builder will be rewarded with the possession of an excellent sailplane.

With the number of these ships that are being built throughout the world, it is impossible that we in the U. S. and Canada will not see more of them. In any event there will undoubtedly be a number of British built Olympias about for they must export 75 percent of those built for international credit reasons. The British price of \$1980 (no import duties included) is not excessive. Elliotts of Newbury are in quantity production and we understand that they could have as many as 24 delivered in the U. S. by the end of June. Those interested may obtain further information from Nigel Bicknell, Assistant Civil Air Attache, British Embassy, Washington, D. C.

ROBERT MEAKIN reports on the activities of the Utah Soaring Society: "We had a short but successful season this past summer. Our group now has four ships in flying condition. Our plans for the next season will include two soaring meets designed to attract wide attention. Also, a movie short is scheduled to be filmed at our site sometime during the season, in technicolor.

"Here are some of the flights we turned in this past summer: Altitudes up to 10,000; Duration 2 and 3 hours (could have stayed up much longer); Distance, 25 miles. Next summer should see some real records set."

### CLASSIFIED ADVERTISING

#### INCLINOMETERS—Standard Instrument

Panel Mounting (3 9/64" rim diameter) Inclometers. Light-weight AFUSA Type B-2. Calibrated in degrees "Nose Up" and "Nose Down" Zero to Thirty Degrees. Luminous dial, indices, and needle marking. Adjustable indices for reference points in the "Nose Up" and "Nose Down" attitudes—controlled by a knob (similar to sensitive altimeter knob assembly). Instruments removed from surplus aircraft with ferry time only, in new condition. These Inclometers will make a welcome addition to sailplane instrument panels and its use will be quickly appreciated by sailplane pilots. Limited offer \$12.50 each, prepaid. Andrew Madsen, 3725 S. Potomac, Los Angeles 16, California.

#### FOR SALE—Schweizer 1-19 and trailer.

Practically brand new, never scratched, always hangared, with or without instruments. Included—reel and 1300 feet of rope. Best offer over \$900 gets this bargain. J. E. Booth, Volunteer Glider Service, Donelson, Tenn.

#### FOR SALE — Baker-McMillen Cadet

Glider II. Good condition, can be licensed. Inquire Doug. Warner, 82 East Avenue, Middletown, New York.

#### \$1,000.00—BUYS two licensed Laister-

Kauffmanns. One slightly damaged. Includes two trailers and three sets instruments. M. L. Waters, Jr., P. O. Box 73, Corning, New York or phone 1696 during day.

#### HEY, BOYS—Who wants a good com-

bination tow plane and passenger hopper? It's the blue and yellow Waco UPF you saw at the National Meet last year. Will accept two sailplanes or one plus cash. Write for details and make your proposition. No Pratt-Reads or TG-3s. Paul Nissen, Box 423, Saybrook, Conn.

#### FOR SALE—New Pratt-Read sailplane

NC60235, complete instruments, canopy cover and trailer. Sacrifice for \$900. Hudson Valley Glider Club, c/o Schweizer Aircraft Corp., Elmira, N. Y.



Barnaby, Retired from Navy,  
Joins Franklin Institute

Captain Barnaby has joined the staff of The Franklin Institute where he is in charge of investigating and designing pilotless aircraft and of other aeronautical research development.

Born in Meadville, Pennsylvania on January 21, 1893 and graduated from Columbia in 1915, he served with the Navy for twenty-nine years. His work with the Navy was largely devoted to the study, design and construction of aircraft and, in 1930, he achieved international notice by being launched in a glider from the Navy Rigid Airship, U. S. S. Los Angeles.

An authority on gliding, soaring, and towed flight, Captain Barnaby was one of the founders of the SSA, and is currently serving a fourth term as president of our organization.

The late Lt. JESSE JAMES reported that, "During our flying activities in the American zone of Germany, we were at all times advised by Wolf Hirth, and by personnel employed at our glider school, who had extensive soaring experience as German civilian and military glider pilots, that all requirements for silver and golden C ratings must be made while flying singleplace. All such flights made at our school were accordingly made in singleplace sailplanes."

### ANNOUNCEMENT

The Motorless Flight Institute of (Chicago) Mundelein, Ill., under the direction of Joe Steinhauser, offers intensive Courses for Novices and Power Plane Pilots to acquire the Private or Commercial Glider Pilot Certificate, the M.F.I. Instructor's Rating and all SSA Soaring Pilot Licenses.

#### Schedule of Courses:

May 19 to (Priv. June 14) (Com. June 28); June 23 to (Priv. July 19) (Com. Aug. 2); July 28 to (Priv. Aug. 23) (Com. Sept. 6); Sept. 1 to (Priv. Sept. 27) (Com. Oct. 11); Motorless Flight Institute, Inc., c/o Joe Steinhauser, Mundelein, Ill.