



Dick Comey, General Manager of the Soaring Society, will be a busy boy at Wichita Falls. In addition to flying the new Schweizer 1-21 he will be trying to enlist as many members as possible for the SSA.

S.S.A. OBSERVERS

Any person falling in any one of the categories listed below is automatically an SSA Official Observer and Timer and needs no card or certificate to prove it.

Those who have been issued a "C", Silver "C", or Golden "C" pin, Airport Managers, State Police, Municipal Officials, and CAA Inspectors.

In addition any active member of the SSA may apply for an SSA Official Observer and Timers Certificate by sending in his name, address, age, nationality, experience and associations in gliding and soaring, and other qualifications.

M. I. T. REPORTS

Note: At the Aviation Show in New York City last February Ben Shupack told me that he would like to have a write-up of our activities for Soaring magazine. I have assembled some information on our activities since we reactivated last fall and have tried to correlate our experiences with possible answers to the question "Why soaring in the United States is not the important sport that it should be."

At present we are operating a Franklin Utility which we purchased last fall to replace the old Allaire which was destroyed in 1941. Using the accepted single-place training technique, we tow with the 1930 Chrysler M.I.T. towcar which was familiar to prewar Elmira contestants as the M.I.T. winch truck. Our present field is a large sandy airport at Plymouth, Mass. which was used by the Navy as an auxiliary training field. Because of the sand we have found that solid hard drawn steel wire (90 mil) with a shock absorbing length of 3/8 manila or sisal rope is the best tow line for

auto tow since an all rope line is subject to more wear than wire and tends to become heavy with sand. It is advisable to place the rope "shock absorber" on the glider end of the tow line since the wire tends to transmit a "twanging" noise to the fuselage of the glider where it is apparently amplified enough to prove disconcerting to student pilots.

Last fall, when the student activities here at Technology were soliciting members through exhibits and high pressure salesmen stationed at strategic points throughout the Institute, we assembled our Franklin in the lobby of the main building along with the fuselage and a wing from a Laister-Kauffmann TG-4A. A man was posted at a desk with instructions to emphasize the rigors of glider flying and to discourage new members. In spite of all precautions, we receive no less than 100 applications for membership in the glider club which is operated as a sub-division of the Aeronautical Engineering Society. At a smoker where color slides of the 1940 National Contest at Elmira were shown, the disadvantages of glider flying were further expounded and the names of those 30 men selected by lot (unless specially qualified by experience in airplane maintenance or auto repair) were announced.

In spite of our warning that gliding as we enjoy it is a sport requiring a good deal of hard work, ingenuity, and forgotten meals, we have had almost 40% loss of members. By this I mean that traveling 50 miles to the airport on Saturday, sleeping in a shack Saturday night after a half day of flying and then arising at dawn on Sunday to begin flying again only to have to drive 50 miles back on Sunday evening before "hitting the books" to study for that quiz appealed to about 60% of us. Ask anyone why he goes to all this trouble instead of hiring a lightplane at a nearby airport and he will probably answer that he likes gliding as a sport and that the cost of gliding for the enjoyment realized is far less than that of powerplane flying.

It is evident from this demonstration that there is a definite place for the sport of gliding and the science of soaring in the American college since the college graduate does not intend to make his living as a commercial powerplane pilot but rather flies mainly for sport of flying. By familiarizing students with the possibilities of gliding and soaring we feel that we can contribute to the growth of the art.

From our other experiences it is also evident that until sufficient facilities for gliding and soaring instruction are easily accessible and until the costs of instruction and maintenance of equipment can be further reduced, the popularity of gliding and soaring will be limited only to those who are willing to endure the difficulties associated with it.

E. F. McGUINNESS

CLASSIFIED ADVERTISING

FOR SALE—Wolf Sailplane. Built in this country from approved plans. Flies beautifully. Natural wood finish with red fabric. Complete with instruments \$1,000.00. H. H. Taylor, 514 West First Street, Elmira, New York.

FOR SALE—Baby Bowlus, ready to fly, trailer, good finish, instruments, bubble canopy, spoilers, licensed, \$700. V. Hudson, 516 N. Erie, Wichita, Kansas.

THE FOLLOWING ARE AVAILABLE FOR IMMEDIATE DELIVERY

SCHWEIZER SGU 1-19—Here is an excellent club ship. Very low time on this rugged single-place utility which has been used as a demonstrator—\$895.00.

SCHWEIZER TG-3A—Just refinished in cream and red, new pyralin. Clean thruout. Good instruments. Includes trailer—\$1,000.00.

SCHWEIZER TG-3A—Maroon finish. Just licensed and completely gone over. Excellent instruments front and rear. Includes trailer. \$1,000.00.

In addition to the above we have a listing of Schweizer TG-2's, Schweizer TG-3's—L-K—TG-4's and Pratt-Reads. Let us know what you want; if we haven't got it, we will find it for you.

Sales Department
Schweizer Aircraft Corp.
Elmira, New York

FOR SALE—Two new Pratt-Read sailplanes; these are licensed, ready to fly. Will sacrifice for \$650 each or \$1200 for both. Dan Hartman, Harrisburg, Virginia.

FOR SALE—Damaged Schweizer 2-22, no major structural damage; Schweizer 1-19, perfect condition; factory trailer, fits both ships; Schweizer auto tow pulley; 1500 ft. rope, new; reel and few parts. \$1050 takes all. J. E. Booth, Volunteer Glider Service, Donelson, Tenn.

PLANS FOR HOMEBUILDERS

Plans for building gliders and sailplanes may be obtained from the following sources:

THE OLYMPIA

Price \$135. From the Soaring Society, Box 71, Elmira, New York. These plans are complete but are in German and metric. The price covers cost of blueprinting and mailing.

THE ABC

Price \$20. The ABC was designed by Arthur B. Schultz and won the Eaton Design Competition in 1937. The ABC plans have been given to the Soaring Society by Mr. Schultz and are being sold at cost of blueprinting.

THE BRIEGLEB BG-6, -7, and -8

Plans, kits and fully completed ships may be obtained from the Briegleb Aircraft Company, 16005 Bassett Street, Van Nuys, Calif. The BG-6 is a single-place utility; the BG-7 a singleplace sailplane using the BG-6 fuselage.