

News FROM Clubs AND Members

LETTER TO THE EDITOR:

I read with interest the July-August issue of SOARING but was very much surprised to see that the Briegleb designed equipment at the contest was hardly mentioned.

To be specific, on page 10 where all the glider types are listed, nothing is said about the Briegleb BG 8 or BG 6. Also, on page 11 the writer is not mentioned in the "100 mile Club" but you will note on page 16 that the BG 8 made three flights of over 100 miles. Third, I wish to point out that Ray Sparling's goal flight of 150 miles was made in a BG 6 utility designed and built before 1942. This is probably a utility distance record.

It might be interesting to note that of the speed dashes the BG 8 two-place made 3rd fastest over-all time to Vernon, being just four minutes behind the Super Albatross (single place) and two minutes behind the Zani. On the fastest elapsed time to Childress the BG 8 won first place, and against two high performance single places to Dallas, the BG 8 won third place.

I realize with all the details that the Contest Committee had to work out, it isn't surprising that some points have been overlooked, so I am bringing them to your attention.

Another constructive criticism which I have concerning the awarding of prizes was with respect to the design competition. It was pointed out during the award that the award was given for non-commercial designs, supposedly new designs, and yet the award went to the Rigid Midget, an advanced version of the Screamin' Weiner which

received the design award some time before the war.

Now to get down to facts. A number of sets of plans have been sold for the Screamin' Weiner which I believe puts this in the commercial class. Also, according to Bob Blaine's report, 50 sets of plans have been sold for the Rigid Midget, which is also commercializing on a design.

I know it is too late to rectify such a condition, but why not, in the future, open design competition to everyone regardless of commercialism, if only to give an incentive to the two or three active manufacturers to continue bringing out new designs.

I believe if the 1-21 had received this award, Schweizer would have capitalized on the publicity and it would have undoubtedly done much to further develop and produce this remarkable ship.

Golden "C" Altitude

When I returned to California I took one of our Cinema training sailplanes and purposely went after my Golden "C" altitude. Taking off from the dry lake adjoining our airfield, I auto towed to 700 feet and cut loose when I encountered a strong thermal.

Some small cumulus clouds were developing (1300 PST) at about 12,000 feet ASL. My release point was approximately 3500 feet ASL. It would, therefore, be necessary to fly to around 14,000 feet to be sure of securing the necessary altitude. This first thermal took me to 11,000 feet ASL and then dissipated.

The cloud base seemed to be rising so I headed for one. When I finally reached its base, it had joined with others to form a street and at 12,000 feet ASL there was a strong south wind which was drifting me toward Muroc Army Test base. I was, by now, north of a much traveled airway and decided not to enter the clouds in this thickly populated area.

Flying against the wind I returned to a point immediately above our field. I had gained altitude to 13,600 and had been using my oxygen for some time when I noticed that the supply was almost gone.

I decided to conserve it, so took off my mask and then noticed that a TG 3 was climbing in a thermal to the south-east. This happened to be Bill Ordway and Thayer Smith's ship. Bill, you will remember, was the co-pilot with Evgart Yerian on those famous flights at Wichita Falls. (By the way, he deserves a plug for that even though he is listed only as a passenger.) Thayer Smith was carrying a passenger and the TG 3 seemed to be flying erratically. By this time we were both close to 14,000 feet ASL so I was beginning to approach the cloud base.

I decided I had better slip on my mask and get some more oxygen. When I did so I was amazed to see that my instruments were all askew. I quickly corrected and decided that I had been a victim of anoxia and that was the reason the Smith-Ordway TG 3 was behaving so erratically.

Since my oxygen was running so low and I was several miles distant from the TG 3 I decided to enter the cloud base, which was now at nearly 15,000, right away. This I did and my rate of climb indicated 1000 feet/minute. Shortly thereafter I came out of the cloud, which, by the way, I had circled and noticed was only a nice fluffy

FRENCH IMPRESSIONS

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It must therefore be noted that for next year only craft of French design and manufacture should be used.

American construction seems very inferior in quality to French construction, an exception being made for metallic construction, which is fairly widespread and much favoured by professional constructors.

Fittings are no more advanced than ours; on the contrary the new Badin Climb Indicator with which our planes were fitted attracted every one's admiration. Several American pilots were anxious to buy it. It can well be claimed that this Climb Indicator considerably helped in our success.

Nevertheless, the American exhibited some excellent craft like the Schweizer monoplane which was piloted by Richard J. Comey, the winner; the glider

is very similar to the Meise which is well designed, with a mid-wing of bi-convex profile.

Others are better known, such as the Laister-Kaufmann T.G. 4, the American Army's two-seater trainer. The last is easily obtainable over there from surplus and as a single-seater gives excellent performances. In the opinion of Ralph Barnaby, the guiding light of American gliding, our Air-100 is superior to present day American production.*

The United States altitude record was beaten in the course of the competition by an L.K. which reached 5,600 metres in cumulus nimbus.**

McCready beat the world distance record by arriving at his original starting point after having covered 470 kms.

* There is a considerable variance of opinion on this matter.

** It later developed a height of 17,000 ft. was the maximum officially recorded. This does not exceed the present U. S. Record of 19,434 ft.