

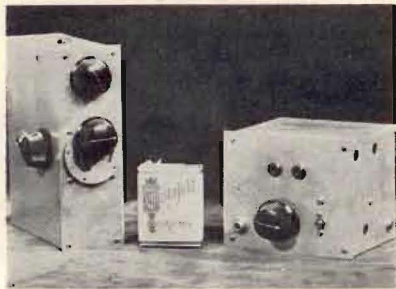
fair in the early 1900's one of the intrepid aeronauts of the day had a contract to circle the racetrack. His old craft was set up and started, but the engine didn't sound just right, so the airman lost his daring, and the crowd was about to mob him.

Hasty arrangements were made for one of the local boys to bring over his homemade glider and take the place of the professional daredevil. Soon the glider appeared in the distance, being boosted over barbed-wire fences, and was brought onto the track. The pilot persuaded a friend who owned a motorcycle to tow him around the track a few times.

The crowd came to see some flying and was helpful in lining up the cycle and the glider about 200 feet apart. A stout line was tied around the rear of the cycle, brought back to the glider, and fastened to one of the center wing struts. It was a biplane hang-type glider. The chauffeur and the pilot did several minutes of concentrated planning with much waving of hands. Then places were taken, the cycle started up with a roar, and the signal given to start the show.

The end of the story is probably pretty apparent to present day soaring pilots. The glider took-off nicely and went up to 50 or 60 feet. The wild cheers of the crowd undoubtedly pleased our boys no end, but the end was soon to come. The glider went a bit higher and the rear wheel of the cycle left the ground, slewing it around with a great roar and cloud of dust. The glider went on out to the end of the rope and nosed into the ground with a great snapping of bamboo and tearing of linen. The groggy pilot staggered over to commiserate with the motorcycle jockey, and the report has it that one trip in a wheelbarrow cleaned the track of glider and cycle. Nothing more serious than a cracked collar-bone came of this little tableau, but the moral is there for all of us: snatch pickups on heavy objects with a glider are seldom successful. **CHECK THAT RELEASE!**

NORTH DAKOTA—Hollis Button, WOPQF of Valley City, has built up



Hollis Button

10 meter rig built by Hollis Button. Shown here are transmitter and receiver. Small size is obvious from comparison.

a rig from circuits appearing in the Dec. 1947 issue of **RADIO NEWS** (transmitter) and the Nov. 1948 issue of the same magazine (receiver). He is using a 14700 kc crystal giving an output on 29.4 mc and suggests that other SSA hams use the same frequency so as to assist each other at contests. Hollis' gear is quite compact, as the accompanying photo shows, and he has picked up Europe and South America with the receiver. For those interested, we have additional information available on this rig.

OFFICIAL SOARING CHAMPIONS

determined by competition in

OFFICIAL SOARING EVENTS

National Soaring Champion

Paul M. MacCready (1949)

National Feminine Soaring Champion

Ruth M. Petrey (1949)

National Champion Soaring Club

Airhoppers Club (1949)

Regional Soaring Champions

Northeast, Don Pollard (1947)

Southeast, Fred Brittain (1948)

Southwest, Ray Parker (1949)

Midwest, Paul Bickle (1949)

West Coast, Ralph Salisbury (1949)

El Mirage Regatta, John Robinson (1949)

Pacific Mid-Winter, Paul MacCready (1949)

Middle-Atlantic States, Kim Scribner (1949)

State Soaring Champions

N. Y., Stan Smith (1949)

Texas, Wally Wiberg (1949)

Colo., Dr. E. E. Allaby (1949)

Ohio, Scott Royce (1949)

GERMANY—Glider construction and glider flying instruction is starting in the Eastern Zone with Russia evidently disregarding the four power agreement prohibiting such activity. Western Zone glider enthusiasts are confined to research on the drawing boards. They are tending toward 14-meter and 12-meter designs for future everyday use. One of the most interesting is a collapsible 12-meter sailplane called the "Kobold". The wing is in four pieces and the fuselage is hinged in the middle permitting the tail to be folded up over the cockpit for compact storage. The disassembled ship can fit on a three-meter trailer (i. e., it will fit in an ordinary garage). Also planned for future use is a construction method of moulding sailplane elements out of plywood and resin. On a 100-unit basis, it is estimated that a ship of the Weihe class could be built for one-sixth the prewar cost of an Olympia.

CALIFORNIA—Bob Symons recently forwarded an interesting "C" application to the Contest Committee. Fred Craig the pilot, has held a private license since 1930, and is 72

years old. He was active in a group that started building a Bowlus Baby



They Get Older and . . .

in 1939, but hadn't flown a sailplane until the weekend when he earned his "C" and Silver "C" altitude leg with a gain of 6,000 feet on his first solo. He plans to continue soaring.

Contest Committee Report

"C" CERTIFICATES

William Clark, G. W. Richmond, Ernest E. Dawe, Roy H. Cullen, Hubert B. Finch, David B. Doan, Robert J. Geary, Merritt L. Preston, Richard N. Gardner, all at Elmira, N. Y.

Morris J. Pachman, Kircheim Teck, Germany; Frederick A. Fleming, El Mirage, Calif.; Fred V. Craig, Bishop, Calif.; Irvin Nelson Gere, San Diego, Calif.; Ernest E. Russell, Starkville, Miss.; Harold M. Roberts, Miami, Fla.; Francis A. Henline, Spokane, Wash.; Mikhail R. Tenenoff, Chicago, Ill.; Serge T. Winkler, Grand Prairie, Texas; James F. Norton, Rochester, N. Y.; Clarence Lee Chipman, Prosser, Wash.; Eugene Herman Pahl, Mastic, L. I., N. Y.; Daniel Conover Garrabrant, Elsinore, Calif.; James E. Sands and John W. Williams, Elsinore, Calif.; Arthur F. Johnson, Chicago, Ill.; and Harlow H. White, Tonawanda, N. Y.

SILVER "C" LEGS

John Burgess (alt & dur) Warm Springs, Calif.; Fred V. Craig (alt) Bishop, Calif.; Roland G. Lamb (alt & dur) Spokane, Wash.; Clifford J. Jolly (alt) Spokane; Lawrence O. Simpson (alt) Spokane; Margaret Downsborough (dis) Bishop; Harold S. Woodring (alt & dur) Grand Prairie, Texas; Earl O. Menefee (alt) El Mirage, Calif.; Robert Heys (dis) Dayton, Ohio; Wm. Elliott (dur) Dayton; R. M. Keim (alt) El Mirage; James A. Carr (alt & dis) El Mirage; Arthur H. Amick, Jr. (alt) El Mirage; Victor M. Saudek (alt) El Mirage.

SILVER "C" AWARDS

John Carl Ziler (113); George A. Downsborough (114); Wm. Jacoby (115); Betsy Woodward (116).

GOLDEN "C" LEGS

John Carl Ziler (alt) 29 Palms, Calif.; E. J. Reeves (dis) Grand Prairie, Texas; George A. Downsborough (alt), Bishop; Margaret Downsborough (alt), Bishop, Calif.