



SOARING MAGAZINE

Dear Sirs:

I am enclosing a photo of my boy, age 5, "flying" his glider. This is a sturdy rig made of two by fours and plywood with extra large (!) control surfaces. Kelvin sits up there on a four-foot post and operates all controls in the breeze to perform some thrilling aerobatics. The large surfaces and delicate balance produce pretty good response in even a slight breeze. I envy the kid. He thinks it is a swell gadget.

W. L. DeGinder, M. D.
Dallas, Texas.

Dear Sirs:

I thought it might be interesting to you to hear how a sailplane meet appears to the "mere" wife of a soaring devotee:

A SAILPLANE MEET

Cloud busting—star dusting;
Overgrown boys—with exciting toys;
Skillful maneuvering — adroit hovering;
The thrill of flying—for new records trying;
Into the blue heading—sky and wind wedding;
Birdmen that glide—wind at their side;
Motorless flight—breathless height;
Adventurous treat: sailplane meet.
Maggi Surratt, Dallas, Texas



A NEW RECORD?

By Harry Rutherford

(From the Tupelo Journal, Tupelo, Miss.)

When V. N. Bradley, Tupelo business man, piloted his three-passenger airplane 113 miles without using the motor, he may or may not have set a world record.

Nobody seems to know, and the reason is simple. Nobody else, it seems, goes about the country trying to see how far an airplane will fly without burning gasoline.

But regardless of whether he did or didn't set some kind of record Wednesday afternoon when he flew his Piper Cruiser for an hour and 45 minutes without turning on the motor, Mr. Bradley said Thursday that "I wouldn't take \$3,000 for the thrill I got out of the trip."

When first questioned about his 113-mile meandering flight from Aberdeen to Tupelo without once turning on the motor of his plane, Mr. Bradley was somewhat hesitant to talk.

"Some folks will probably say I'm a liar," he mused. "And if I had not had G. J. Burroughs with me as a passenger, still more of them would probably say that such a flight is impossible. But anyway, that's what we did."

"I had flown down to Aberdeen about 1 o'clock Wednesday afternoon and planned to land at the airport there," said Mr. Bradley, who operates a sheet metal shop in Tupelo and has flown planes of all types during the last 12 years.

"When we reached the Aberdeen field, the rain was pouring down and I decided not to land. Noticing on my indicator that the approaching cloud bank offered unusually good thermals for soaring, I decided to see how far a regular airplane could sail."

Mr. Bradley, who is an experienced sailplane pilot and won the Mid-South spot landing contest with sailplanes at State College a couple of weeks ago, found to his surprise that in the strong upward thermals existing along the edge of the rain-storm, his plane was capable of soaring and climbing almost as easily as a sailplane.

He cut off his motor while over the city of Aberdeen, circled as would a buzzard—which is the most frequently studied bird by sailplane artists—and quickly climbed from 1,800 feet to an altitude of 3,000 feet.

When he reached this height, Mr. Bradley put his plane into a dive until his indicator showed that he

was in another updraft, and then he circled and climbed again.

In this manner he flew with his propeller locked for an hour and 45 minutes, averaging 65 miles an hour.

"I don't know what the people on the ground thought when they saw a plane flying over without making any noise," Mr. Bradley smiled "I'm surprised there haven't been tales of flying saucers or something like that."

Mr. Bradley returned to Tupelo by way of Amory, flying leisurely from one thermal to another. It was not until his plane was over the local airport that he finally started the motor. "The air was so rough I was afraid to try to land without power," he commented.

Whether an airplane could soar in less turbulent weather or how big a plane could soar under the conditions he found Wednesday, Mr. Bradley would not guess. He only knew that under flight conditions as he found them he had no trouble flying without using his motor, sailing the "three - passenger 100 - horsepower Piper Cruiser farther than most sailplane pilots have been able to soar in their light motorless craft."

And incidentally, by remaining aloft an hour and 45 minutes without using his motor he saved something like 10 gallons of gas—not an insignificant item at the price it is today.

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ED. NOTE: Copy or renewals for the following ads were received by Soaring about Nov. 15, 1950.

FOR SALE: Schweizer TG-2 sailplane complete with special built trailer and standard soaring instruments. Recently relicensed. A good clean ship. Price \$900.00. Dave Johnson, Box 1270, Palm Springs, Calif.

FOR SALE: Goeppingen "Wolf" sailplane of recent construction. Class C winner at National Soaring Meet. This ship is like new. Complete with trailer, \$695.00. George Lambros, Box 85, State College, Miss.

GENUINE DUPONT PYRALIN, new clear, perfect, 20"x50" full size. .030, .040, .050; \$3.50 per sheet. Five or more sheets, \$3.00 per sheet. Thicker sheets available, write for prices. Supply limited.

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