

that practically all of the visitors will take back to their homelands the same warm friendship that I feel.

The few disgruntled visitors—and there are always some—should be reminded of: (1) The immensity of the task. (2) The visitors own interference in the carefully planned program. (3) The overwhelming generosity and hospitality which all of us enjoyed.

Of politics one should say little, and not necessarily judge by our foreign standards. I questioned many of my new-found Spanish friends. They appeared to me to be sincere, and without exception they stated that conditions in Spain are steadily improving and are much better than under previous regimes, and that they prefer the peace and stability which they now have, to the freedoms which we in Australia and U.S.A. have, and which would result in trouble if granted in Spain. Although we prefer our own systems, we should agree that the people of Spain know what is best for themselves.

I was impressed by the happy spirit of the people, who are hard workers, as good as any in the world.

I found that the alleged "spirit of manana," although not a myth, is regulated according to need, and although the Spaniard loves his siesta, he is ready to forego it and pitch in and work hard when he is needed.

I soon learned not to worry about shortages and breakdowns. When my trailer broke down early in the contest, I didn't worry. I knew that my crew of young Spanish students would get me back in time, somehow, and they always did, with infinite resourcefulness and sheer hard work.

I found that many visitors worried unnecessarily about apparent faults in the organization, and caused some irritation by trying to get things rectified in a hurry. They would have been better advised to forget it, and let the Spaniards do things in their own way, which I found to be reliable and effective, although not always obvious on the surface. I got on very well with all the Spaniards, and was cheerfully helped without ever asking for help. I have reason to believe that those who complained were disliked and shunned, and probably had less help.

Well that's about all. Don't be disappointed by the results of your pilots in Spain. Considering all their handicaps, they did very well and you can be proud of them.

In another land, where chance counts less, they would have done much better.

Best of luck to all, and I'll be seeing you soon.

FRED HOINVILLE.

NEW RECORD

Betsy Woodward and Anna Saudck, on Friday, July 11th, flew a Pratt-Read from El Mirage to their goal, McCarren Field, Las Vegas, in four and one-half hours, a distance of approximately 172 miles.

Claims are being submitted to NAA and FAI for official approval of this flight as a new INTERNATIONAL Feminine multi-place goal

FROM "TOWLINE":

After Kit Carson received his appointment as Designee Glider Flight Examiner, and Joe Robertson and Pete Bowers got the new Glider Flight Instructor ratings, the editor of Towline decided to write to the CAA to find out just where these Northwest pilots stood in the national setup with respect to other pilots. The answer to the inquiry was quite surprising. Kit is the fourth Designated Glider Flight Examiner since the position was established in 1948, and Pete and Joe can toss a coin to decide who is number 17 and 18 Glider Flight Instructor.

New Gimmicks

Modern science has come to the aid of glider pilots who don't like to get their fingers in the shellac when it comes to fixing barograph traces. Aerosol, the stuff that made the famous wartime DDT bombs work, and which can squirt paint or whipped cream with equal ease, is now teamed up with a liquid plastic, Krylon, to use one trade name. It is available in photographic and artist-supply stores, and is used for putting a protective plastic coating on photographs and pencil and charcoal drawings. It works just as well in fixing the lampblack on the tinfoil of the barogram.

On one of our big days recently two tow planes tried out were a 145 HP Cessna 170 and a 36 HP Aeronca C-3. The 170 tows well, but heats up, and did not get waived. The C-3, believe it or not, got an okay for towing ships equivalent to the Wolf (550 lbs.) and smaller jobs like the BG-6 and Baby Albatross. The operation is something that has to be seen to be believed.



IRV PRUE AND ED MINGHELLI

—(Photos by Watson)

flight, as well as NATIONAL Feminine multi-place goal flight and Feminine multi-place duration.

If the claim for the INTERNATIONAL record is approved, this will bring to the U.S.A. the International record formerly held by L. Valikosseltzeva of Russia with a flight of 139 miles.

ARGENTINA

We have learned that the Chief of the Argentine Air Force, has decided to introduce obligatory glider training in the program of the young officers educated at the Military Aviation School. The reason for revising the existing program was the experience obtained in several other countries showing the importance of gliding in the training of future jet pilots. This new part of the training program will be initiated in 1953 with an Argentine-constructed glider and probably some imported units.

SOARING CLUB OF B.C.

We have been down to Arlington field (65 miles NE of Seattle, Wash.) several times. Members of the Cascade Club there, and the Seattle Glider Council have assured us that we can be issued student glider permits, in order to legally fly in the U.S.A. This is keeping our hands in, while we are tied up with no machine of our own. Arlington is just a 3 hr. drive from Vancouver. We have been getting flights in TG-3A's and TG2's and Nelson Dragonflies. The Americans are most friendly and co-operative.

On May 16th Frank Dashwood towed the L-K, which the Soaring Club of B.C. is purchasing from F. B. Smith of Seattle, back to U.S.A., paying \$28 duty on the work and materials supplied in Canada. Following representation to the Deputy Minister of National Revenue, Mr. David Sim, we have now been advised by Ottawa that the craft can be imported duty free, but will have to pay the usual 10% federal sales tax on the appraised value. If anyone wants to go into the intricacy and red tape involved in bringing a machine into Canada for repairs, then taking it back to the U.S.A. and again importing, see us! What a beezness. Papers, papers, hundreds of them. But it was one way of getting a good machine cheap. Saved ourselves several hundred dollars.

Peter van Groen, Bob Buhlert, Frank Dashwood, Robert Droz and Ray Milne worked hard to get the work on this machine done, finishing it exactly 30 days after it was brought up here.

FRANK DASHWOOD.



Peter Van Groen, Roy Milne and Bob Buhlert of S. C. of B. C.