

will be here for the whole week and Larry will bring some of his latest films on soaring. We are also expecting Gus Schuerer with his 2-22, Geo. and Marg Downsborough with their 1-23, Earl Brooks with his newly acquired L-K. Steve Bennis says some of the MASA group from Wurtsboro will try to soar down on one or both weekends. It looks as though almost 100% of P.C.C. members will be out for the entire week, and a lot of them will have their own cabins and tents to stay in. Ben Cohen's cabin now has the side walls up and Ben says the roof will be on August 1. He is inviting one and all to set up their cots and spread their sleeping bags on his floor. It won't be like the Ritz but it will be adequate. Sunday, August 2, is going to be a very busy day at the field. The Aero Club of Pennsylvania, is planning to have a basket picnic at the field. Some of their members will fly into the field. Some of our three Westinghouse members will be visiting the field, also with the idea of having a picnic. This all should add up to a large group of interesting and interested people to observe and possibly participate in our operation."

**TOWLINE**, Seattle Glider Council, Seattle, Washington, the August Issue. This issue of **TOWLINE** carried six full page features as follows: "West of the Mountains," "East of the Mountains," "Practice Only," by Joseph M. Robertson; "Wandering in the Wooden Wonder," by Peter M. Bowers; "The Perl Penetrator Takes to the Air," and "Final Results of The 20th National." This was an extremely interesting edition, but not easily given to the lifting of excerpts. The article on the new Perl Penetrator is being published in toto elsewhere in this issue of **SOARING**, together with the best photograph we have been able to come by to this date.

**VUELO SILENCIOSO** is a new soaring publication from the Republic of Argentina. The address of its editorial offices is Burela 3657, Buenos Aires. This splendid magazine is printed of course in the Spanish language and is in every respect first class. Its July, 1953, issue featured the story, "600 Kilometers En Cuatro Horas" — (600 Kilometers in Four Hours), by Dr. Joachim Kuettner, and was accompanied by fine photographs of the mountain waves at Bishop, California.

## U. S. PILOTS FOR INTERNATIONALS

The first step of U. S. participation in the Internationals will be availability of U. S. pilots.

All pilots wishing to be considered must apply in writing to Walter Setz, Chairman, SSA Committee on Preparation for Participation in the '54 World Soaring Championships, by **October 15, 1953**. Address: Box 71, Elmira, New York. Those pilots

## APPROVED TOWING ATTACHMENT

By PETER M. BOWERS

Several inquiries have been made for further information on the removable tailwheel tow hitches described in recent articles in **SOARING** ("Super Duper Towplane," July-August, 1952, and "Western Towplanes," January-February, 1953), which indicates that there is considerable interest in them. For the information of others who have to rent an occasional towplane, more complete information is given here.

The tailwheel unit itself is a Scott steerable and full-swivelling unit, available for most light airplanes up to and including the Stinson Station Wagon. This consists of two castings, one that fastens to the spring leaf shock absorber on the ship with a single bolt, and which houses the steering unit, and the other extending from the steering unit to hold the



solid rubber tailwheel. The two arms of the steering unit are connected by springs to the rudder horns or to the rudder cable.

To attach the tow hook to the tailwheel unit, a steel extension is made up of 3/32" strip steel, formed like an inverted "U" or channel section, which is contoured on the airplane end so that it can be welded to the casting. Make sure that all the welds take shear loads and not tension. The photograph shows the manner in which the beam is fitted to the cast-

ing, and the length of beam necessary to assure clearance between the towline and the rudder of the airplane. The standard Schweizer hook that is used is attached to the steel channel as far aft as possible, a hole for the proper size bolt being drilled in the top of the channel. Mount the hook so that it opens upward.

Simply run the release line from the hook to the cockpit or cabin along the outside of the fuselage. If the ship has a strut-braced stabilizer, be sure that the line goes above or below the bracing as necessary to allow a straight-line pull from cockpit to hook. Either rope or cable can be used without damage to the fuselage.

Installation of the unit is simple. Disconnect the control cables from the arms of the steering unit that is on the airplane, and remove the bolt that attaches the entire assembly to the spring leaves. Install the prepared unit in its place, reconnect the control cables, run the release line to the cabin, and you are ready to tow. However, do not install this unit on any airplane without prior approval by CAA, and do not use any airplane for towing unless it has been granted a waiver for the purpose. This unit has been approved and used on Piper Cubs, Super Cruisers, and Pacers, and on Cessna 140's and 170's, but each new installation requires its own approval. Once approved, the installation can be used indefinitely, but a towing waiver must be renewed after a period of one year.

*NOTE: It appears that documentary evidence of prior approval by other inspectors is helpful in securing first approvals of equipment and methods in new areas or with inspectors not having previous experience with the particular items. Mr. Bowers can probably supply anyone interested with photostatic copies of approval certificates and waivers on the above.*

not stating their intentions in writing by the above date shall be assumed to have no flying interest in the International.

Statement of intention need not contain reference to financial ability but must include comments relative to time availability. The actual contest dates are July 20 to August 3. Allowing for practice in England and minimum travel time, the overall, New York to New York estimate, appears to be July 8 to August 7.

The interested pilots will be ranked by a Seeding Committee, appointed by the President of the Society. Following seeding, the Preparation Committee will integrate the financial capabilities of the ranking pilots with the funds available for the U. S. Team.

This notice is not applicable to crew personnel. At a later date, and in close correlation with the appointed pilots and the Preparation Committee, the crewing positions will be filled.