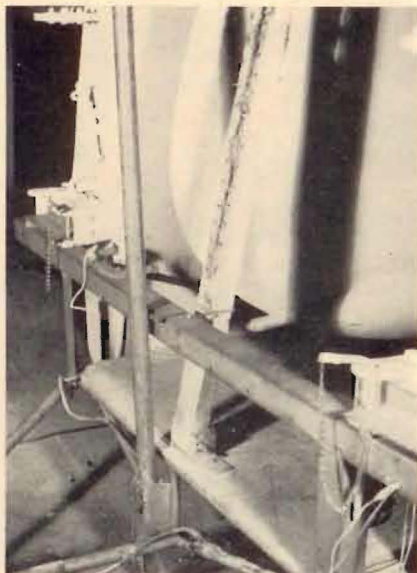


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home in the rain. I have seen many gliders stored on wet padding only to have dry rot set into the glider structure. Plastic sheets between pads and gliders will insure some safety. Removal of the ship from these spots until dry is the best system.

Don't forget to weld a small four inch caster wheel under the trailer hitch. Your trailer sure handles easily on the ground with three wheels under



it. Also, all pins, bolts, safeties, straps, ropes or whatever you use for fastening should be chained or tied to the trailer structure.

Don't forget—the time you save with your special tool, jig, or call it trailer, can be spent flying the glider. Are you the glider owner that dreads to dismantle your ship and go home from the weekend of flying? If so, perhaps your distaste is in the trailer. Two to five minutes is time enough to completely assemble or remove a glider from the trailer for most American sailplanes. What's the matter with your trailer? Let's improve it.



## *Spiraling* with E. J.

They are the kind of projects I like to plug for. Orchids to all soaring groups who regularly publish a bulletin, and a cocklebur blossom to those who do not.

Some of the most interesting reading that comes my way these days are the dozen or so club bulletins that speak for and tell of America's leading soaring groups. They are the kind of thing that makes me feel that 'I was there.' Real down-to-earth reading and a refreshing escape from the slicks and fancies.

They are done mostly in a style of strict informality with no attempt at the professional touch. Free and easy they are written—in short concise sketches, something you can read while the TV commercials are on. Every individual member of the club generally takes a swipe at the writing from time to time and in that way a reader's appetite never becomes jaded. 'Course one comes through occasionally where the strictest attention was not given the reproduction process involved and you get a little cross-eyed trying to figure out what's what. And then, too, you may from time to time suspicion that some of the writers, like this one, were behind the door when the spelling and grammar books were passed out. But it is all this that makes these publications the more flavorful. Anyway it is something you can't get from the Sateve Post, Life, SOARING and other big time mags.

I think any tinge of professionalism in the writing and publication of these club bulletins would tend to detract and they would lose much of their uniqueness and individuality. For my money there is too much of what passes off for professional journalism floating around anyway. So along with the orchids to these club bulletins, I would add this note of admonition—keep 'em like they are, no matter how you spell it or tell it.

It is my opinion that in addition to the many values these bulletins have—perhaps their one biggest is the fact that they keep these groups 'in business' during the off season of the soaring year. Then, too, they just naturally produce an adhesive that is so important in keeping a group together.

And so, my friends, if you would soar all over America—from California's sun-swept beaches and deserts, atop the high Sierras on the wave at Bishop, over the verdant hills of the Pacific Northwest, past the mirrored lakes of western New York, and across the beautiful prairies for great distances in Texas, become a subscriber to these club bulletins. Then you can do all this via the old rocking chair before the fire in your own front parlor. "Where's my pipe and slippers, Ma?"