

(Continued from Page 13)

using back stick and opposite rudder resulted in a slow recovery. Hitting with the stick, i.e., a rapid forward stick application followed by a rapid return to neutral, resulted in a more rapid recovery. Holding forward pressure with opposite rudder, resulted in a screaming 130 mile an hour round out. Conclusion: The LK was tamer than the old Baker MacMillen Cadet, which also had a bad spin reputation. At any rate, from then on, I was much more comfortable when buffeting occurred in a steep turn close to the stall, as it merely required easing off the back pressure to prevent flow separation and to keep her flying nicely.

My introduction to the "accidental" spin fortunately occurred at an altitude of 1500 feet and is well remembered, so here come the details. An alleged hot soaring pilot asked to do some soaring, and after listening to his vivid description of how they do it on the other side, I foolishly got into the back seat on the premise that I might learn something. (Safety Rule for LK—A stranger to the LK should demonstrate competency from the rear seat.) He had considerable difficulty maintaining position on tow, which resulted in my riding stick to minimize pumping. After working a thermal to 4500 feet, I turned loose in order that he could obtain the true feel of the stick forces. The resulting demonstration of circling technique was hair raising. The turn needle waved to and fro, and the ball never did stop rocking. As long as the ball remained in the cockpit and the airplane remained substantially upright, the hot pilot had all the answers. I felt mighty fine when he lost the thermal and we headed back for the field. On the way back, he explained that his roughness was due to not having flown for a year or so when we ran into another thermal. He racked it up into a steep turn which was slipping badly as the ball was extremely low. After buffeting occurred in spite of the 50 to 55 mph indicated, I suggested that he ease off the back pressure and get the ball back in the middle. He applied some top aileron and some bottom rudder, with the result that the LK fell out of the bottom of the turn into a full blossomed spin within one tenth of a turn. After the second turn, and after I pushed a hole through a thick gum soled shoe applying opposite rudder, recovery was affected at 800 feet and our expert kept both hands behind his head until the ship

(Continued on Page 17)



## Spiraling

with E. J.

Soon now our American team of soaring pilots, crewmen, managers and officials will depart for England where they will represent this nation in the 4th World's Soaring Championships.

This SSA sponsored and sanctioned activity seems to me to be a laudable enterprise of the highest order, deserving certainly our full support up to and including even a little bit of our personal money.

I have seen that many rank and file members of SSA fail to appreciate and little understand the herculean effort that goes into a project of this kind. And what is more unfortunate still, is the fact that some labor under the total misapprehension that some of our regular meager SSA funds go into this effort. Riding herd on SSA nickels as I do, let me here and now put your mind at ease on that one. Not one 25-cent piece of SSA money has this year or in any other year, gone directly or indirectly to our team's participation in the World's Soaring Championships.

Now you may rightly ask—how is it done and where does the money come from? Well, just hold still a moment and I will tell you that. First of all, the major part of the expenses is borne by the individuals participating and the money comes out of their personal pockets. This goes not only for the pilots, but also for their crew people, manager, officials and all.

This year, for many months now, a small committee consisting of Paul Schweizer, Wally Setz, Col. Floyd Sweet, Capt. Ralph Barnaby and Capt. Fritz Compton, have worked continuously. Almost the entire burden of the fund-raising has been borne by Paul Schweizer and the major portion of the planning has been accomplished through the untiring efforts of Wally Setz.

So far, thirty aviation firms and individuals have contributed a small portion (\$3,600 and it is not reasonable to assume that it will reach even \$5,000) of the fifteen to twenty thousand dollars needed for this project. The balance will, of course, be paid by the individuals participating. The equipment, consisting of three high performance all-metal sailplanes and trailers, is being furnished gratis by the Schweizer Aircraft Corporation and Mr. Paul and Ernie Schweizer.

For sure I shouldn't have to give the individual members of SSA my best "sales pitch" on the advantages of this proposition. You must be as devoted an enthusiast as I am, otherwise you wouldn't be reading this. So I'll tell you what I'm going to do for you—I am going to give you this opportunity to have the personal satisfaction of assisting our team in this magnificent effort. Here you can get your name on record along with Mr. Donald Douglas. (He gave \$500) and other generous and enthusiastic aviation people in supporting your American team.

Now hear this—no one, but no one, has asked me to make any plea for funds in this instance. I simply think that I as your friend should let you know of this opportunity. I know you would do as much for me. So, right now while Miss Opportunity extends her jewelled hand, turn not away but peel off a saw-buck, a fin or even a one dollar willie and send it to Paul Schweizer, Box 71, Elmira, New York, and say—"Here, Paul, I'm a sport, I want to help the boys win."

—E. J.

P.S.:—Don't forget, I'm the treasurer and I'll know how many of you fail this—and I might in some future column list your name, C.