

(Continued from Previous Page)

"Some serious thought should be given to the question of fuller protection of the ships, this winter. This matter was discussed quite a bit that night and the next day—something should definitely be done so that the welfare of the group doesn't have to depend on the willingness and devotion of a few."

**"THE THERMAL," Southern California Soaring Association, Azusa, California.** "INSURANCE . . . Glider insurance has long been one of our problems. To help solve this problem, the SCSA has contacted Bill Koosmann of the Brown Company, Lockheed Air Terminal, Burbank, California. Bill is a glider pilot and understands our problems. While the SCSA normally does not recommend or urge its members to do business with any one particular firm, this because of its nature is an exception. Bill has complete facts and the lowest rates available. One of the prime objectives of this program is to get even lower rates. By putting as much of our coverage in one place, experience can be gained that will prove to the insurance underwriters that our sport is safer than they have been giving us credit for."

**"NEWS OF THE SOUTH JERSEY SOARING SOCIETY," Vineland, New Jersey.** "The towing is more efficient since we have been using the tensiometer and an airspeed indicator in the tow car. As Ben Hyson has stated, 'You got to be an engineer to drive the tow car now.' The towing method is as follows:

"After the slack is out of the wire, the car is accelerated as fast as possible until the tow car reaches an indicated airspeed of 50 MPH for the 1-19 and 55 MPH for the Pratt Read. The first part of the climb is purposely held to a not-too-steep attitude. When the glider reaches approximately 100 ft., the stick is slowly pulled all the way back. This of course increases the force in the tow wire and the tow car driver maintains his speed to keep a force of 300-350 pounds in the wire for the 1-19, and 400-425 pounds for two people in the Pratt Read. At present, these pressures seem to give the best climb. This system prevents the car from overspeeding and allows the maximum time on tow. There is one catch. The pilot must keep the stick way back. If he eases forward the pressure in the tow car goes down and the driver will give him more speed to increase the pressure. Even with this fault, all the pilots and tow car drivers like the procedure. The main thing is that it minimizes overspeeding, which eats up the runway too fast and may cause the glider pilot to release early due to the airspeed reaching the 'red line' of the glider.

"The tensiometer consists of a Bellows air cylinder of approximately four inches area, a pressure gage mounted on the dash of the car, and a copper line connecting the two. The gage face was recalibrated to read pounds force in the tow wire rather than pounds per square inch of pressure. The air cylinder was attached to the rear bumper on a hinged support to be sure that the pull was square on the cylinder. A releasing type hitch was installed on the piston rod and the releasing cord is run up to the driver. The entire system was filled with oil."

**"FREE FLIGHT," Monthly bulletin of the Soaring Association of Canada.** "IS FREE FLIGHT TO CONTINUE? . . . It's high time SAC members gave some thought to the future of FREE FLIGHT or its alternatives. The present editors will step down at the next annual meeting, and we trust that by then it will be possible to gauge accurately the feeling of the general membership regarding the future of this publication. Let's briefly review the past.

"FREE FLIGHT first appeared early in 1949 due to the efforts of Doug Shenstone who felt it would promote a sense of unity among the widely scattered elements of Canadian gliding. When pressure of work forced him to pass on the editorship after three years, the present editors took on the job because they felt strongly that the need for a cohesive influence was as great as ever. This need persists and will continue as long as our two oceans remain so widely separated.

"At present SAC membership entitles one to receive both FREE FLIGHT and SOARING, the bi-monthly joint publication of the SAC and the SSA. SOARING is an excellent magazine which has lately shown tremendous improvement in content and regularity of publication. It has been rather unjustly criticized by some SAC members for its lack of Canadian news. The publishers of SOARING are more than willing to print any Canadian news we send them—but we just do not take the trouble to send them any.

"That an East-West bond is perhaps less attractive to some members than a North-South one may be deduced from the suggestion that FREE FLIGHT should cease to exist and its place be taken by more Canadian news in SOARING through the appointment of a SAC associate editor. The goodwill existing between the SAC and the SSA is such that some arrangement of this sort is probably workable. Indeed, since we shall probably have to pay more for SOARING next year some such agreement should be concluded regardless of the fate of FREE FLIGHT.

"Now, pressure of work and other demands on our time make it necessary for us to ask that another editor or editors be appointed at the next annual general meeting in March. Besides, we feel that it's time for a change, and would like to see a more western viewpoint regularly expressed. Our own feeling is that FREE FLIGHT very definitely should continue. This feeling arises partly from a pride in things wholly Canadian, partly from a wish to see further progress and improvement in the work started by Doug Shenstone and continued by ourselves, and partly by a conviction that FREE FLIGHT can, and does, fill a real need in Canadian gliding.

"That's our opinion. Let's hear yours."

## NOTICE

Correspondence with regard to F.A.I. awards and certificates should be sent direct to the Chairman of the F.A.I. Awards Committee. His address is:

Mr. Howard E. Burr  
639 Mt. Zoar Street.  
Elmira, New York.

**"TOWLINE," BULLETIN of the Seattle Glider Council, Inc.** From the pen of Alvin J. Jarvis, a new feature is introduced this month as TOWLINE, presents to its subscribers and the Soaring World a comic strip devoted entirely to Soaring, 'Vapor Trails,' the 'Out our Way' of the glider world, depicts the events and eventualities surrounding three characters of types found in every group.

"You will meet Sam Stratus, that 'Gloomy Gus' of the gliderport. Everything happens to Sam—except good flights and easy soaring. His pal, Charlie Cumulus, was deposited on his parents' door-step by sailplane instead of by stork, 'Good Time' Charlie gets all the easy soaring and good thermals—while Zoom O'Nimbus tells him—and the world—how he should have done it and demonstrates how not to do it. Zoom, the personification of pilots often tolerated with restraint, likes his flying dangerous. He takes the needlessly reckless chance and gets away with it maybe.

"Cartoonist Jarvis is uninhibited in his views of gliding and glider pilots. He is a licensed power pilot and although Secretary of SGC, has had only one ride in a glider. Being thus untainted by the feel of thermals but familiar with the talk and atmosphere of glider operations, his pen catches the setting and memorable situations surrounding certain characteristic pilot types that are found on every gliderport.

"We hope our readers will enjoy with mirth and recollection the antics of Sam, Charlie and Zoom as they vie for Thermal Honors."

**"THE CONVECTOR," Publication of the Mid-Atlantic Soaring Association.** "NOTES ON TOWPLANE OPERATIONS. . . 1. ALL the gas the towplane consumes on the ground is wasted. Be sure that the next glider to be towed is ready with a pilot strapped in when the towplane gets back, and that a towline is available with somebody at each end, ready to hook onto the glider and the towship as quickly as possible.

"2. Raising the wingtip of the glider is the signal to the towship that the glider is in all respects ready to go. To the towplane it means take up the slack of the cable then go. So be sure when you raise the wing tip that the glider pilot is ready, that nobody is standing in front of the glider, that the take-off is clear, and that no other aircraft is coming in to land.

"3. Let safety be our watchword, but let's keep the Meyers in the air!"

**NEWSLETTER of the SOARING SOCIETY OF DAYTON, INC.** "All operations personnel are requested to lock the SSD equipment trailer at the completion of operations. One group failed to do this during the past month. The SSD has valuable property in this trailer. If members desire to keep operating cost to a minimum, it is essential that our equipment be protected. All tow pilots are acting for the Chief of Operations on their assigned day. Please check to see that the equipment is tied down and stored properly.

"Lin Bachtell deserves a big round of applause for the job he accomplished in cleaning up the Tow Plane. Looks like a new one! He does this for the SSD although he has a Swift and a TG-3 to maintain. Never fails! Know where we can get a couple more members like him?"