

COULD THIS HAVE BEEN YOU?

(Continued from Page 14)

started another left turn, apparently stalled left wing low, and thereafter continued the stalled turn into the ground. The Cinema struck in a very nose low attitude, demolishing the forward end of the fuselage and the wings. The control stick ruptured the pilot's abdomen and he died the next day. Shoulder harness was not installed. Investigation showed that the Cinema had last been licensed in September, 1949, the fabric was rotten in many places and marginal in others, and the pitot tube was completely taped over.

Cause: A complete disregard of the ordinary precautions and of the regulations brought on by an apparent lack of respect for sailplanes.

10. Pratt-Read. The pilot, with a commercial power license and 3 hours dual, 31½ hours solo time in gliders, took off on aero tow for his glider rating. Very early in the tow the canopy came open and the pilot tried to close it with his right hand while flying with his left hand, whereas good judgment dictated immediate release from the towplane. While his atten-

tion was centered on the canopy problem, the pilot allowed the P-R to climb so far above the tow plane that the tow pilot found his ship in a dangerously tail high attitude. The rope broke from the strain at about 100' so the P-R pilot started a nose high turn back to the field. About 90° of the turn was accomplished when the ship spun, completing two turns before hitting the ground at a 60' angle. The P-R was demolished and the pilot was very seriously injured, but again shoulder harness prevented its being a fatal crash. The pilot later stated he did not realize he was in a spin until too late. The P-R was not trimmed nose high nor was the C.G. aft.

Cause: Stubbornness brought on, perhaps, by an attitude on the part of the pilot of extreme confidence in his ability.

The accidents above resulted in a range of injuries from shocked surprise to death and in no case was there less than \$250.00 worth of damage to the sailplane involved. This is quite a price to pay for carelessness, lack of a preflight check, poor landing patterns, insufficient training or lack of respect for sailplanes on the part of the pilots.

25TH ANNIVERSARY CONTEST

(Continued from Page 17)

graph? (b) Should the day's soaring points be weighted? (c) What is the proper bonus for goal and return? ... etc.

Keeping everyone happy on points such as these keeps the Committee up nights and is always a source of debate.

Twenty-Fifth Anniversary

The first National Glider Contest was held at Elmira in November, 1930, but at first actual glider flights made at Elmira took place July 2 of that year—exactly 25 years before the opening date of the 22nd Nationals this year.

As many as possible of the Old-timers who participated in the motorless flight activity here a quarter-century ago will be rounded up to take part in the Silver Anniversary during the pre-competition period over the Independence day weekend.

The Soaring Society of America Board of Directors has designated Capt. Ralph S. Barnaby, USN, Ret., of Philadelphia, No. 1 "C" Glider pilot of the U.S.A. to head an SSA

(Continued on Page 23)

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