

Readers Write

(Continued from Previous Page)

Miami, Florida

"At the coming 25th anniversary National Soaring Contest, July 2-14, at Elmira, there exists a wonderful opportunity in a new field of competitive soaring in this hemisphere—

"The Canadians will come, as usual, and fly as visitors, but without competitive spirit—no championship to fly for. Perhaps a pilot or two will show up from South America, as observers.

"It might be worthwhile to celebrate this 25th anniversary by expanding the scope of the Competitions for this year to cover two competitions in one—first, the regular U.S. Nationals, and secondly, combine them with the 'Soaring Competitions of the Americas', with appropriate national and hemispheric championships.

"There should be negligible increase in cost of the competitions—the Canadian visitors will be welcome under any arrangement. A formal hemispheric international competition would probably result in serious contestants from a minimum of 5 countries, i.e., U.S.A., Canada, Ecuador, Brazil, and the Argentine."

Fritz Compton,
Route 4, Box 588

Seattle, Washington

"In the January-February, 1955 issue of SOARING, and in the lower right hand corner of page 5 there was a picture of a sailplane built in South Africa.

"I believe this sailplane is the 'E.S.—52 KOOKABURRA!', and was built in South Australia.

"The picture looks like the one shown on page 2, August, 1954 issue of 'Australian Gliding' magazine."

Robert W. Leder
9406 E. Marginal Way

(I believe you are correct, sincere apologies to all concerned.—Ed.)

Starkville, Mississippi

"As an editor you must expect the outpourings of the wronged and disgruntled subscriber. Especially when an article by the ESTIMABLE TEXAN doesn't hew to the line of fact.

"I must take issue over the manner in which E. J. spiralled in 'Roger and out'.

"Surely the ESTIMABLE TEXAN and the CONSCIENTIOUS EDITOR know that Mark Twain's quote should have been revised to . . . 'hut nobody in Texas is doing anything about it'.

"Mississippi has two Youth Air Training Units. The State College Glider Club has functioned for two years and the unit at Hinds Junior College at Raymond, Miss. one. The 'State' club has a constant capacity Membership of twenty and the Hinds group eight. Both of our Mississippi units are doing exactly as E.J. would have us do—start with the kids. A few are thinking along the line of air education for our youth, fewer still are talking about it, and at least Ken Bryant at Raymond, Mississippi and I are doing something. In our two years, and his part of one year, we have accomplished about 3000 training tows using a pair of 1-19s and two stripped down V-8s. Naturally, it's single-place training. We must consider economy second to

safety and this produces the most results for the least dollars.

"Our little 'bootstrap' operation doesn't compare to what could be accomplished in a Tremendous Texas Effort of Big Bucks if you'd care to see how it's done.

"We're not mad at any one but ourselves for not being able to do more about it—just wanted you to get the facts."

Guy Storer
405 E. Main St.

Mountain View, California

"I feel that all L.K. owners should be warned of the possible—even probable—failure of the control cables in their ships . . . and suggest they should check theirs where they go over pulleys in the fuselage, for evidence of breaking. I recently loaned our L.K. to Les Arnold, and the rudder cable broke while he was a few feet above the ground, coming in for a landing. The cable broke up in the nose where the cable takes a sharp bend over a 2-inch pulley. The ship went into a big turn, as the rudders are spring loaded to return to neutral, and hit the ground going sidewise. Luckily the ground was wet and the ship just skidded, eventually ending up going down the airport backwards. The only damage done to the ship was the knocking off of the tail wheel and a couple of holes in the fabric.

"Upon inspection of the broken cable, we found it to be a 7 x 7 cable which is apparently too stiff to operate over such small pulleys. The rest of the cables in the fuselage were 7 x 7 cable, so we inspected them in place, using a silk rag as we operated the control, and got no indication of any broken strands. We decided to replace all the cable in the fuselage, anyway, with 7 x 19 extra flexible cable. I again inspected the old cables after they were out of the ship, by bending them where they went over pulleys and found broken strands in both cables to the aileron, so was mighty happy over our decision to replace all the cables. The cables in the wings of our ship are 7 x 19 and straight runs, so we didn't replace them.

"There are 10 or 12 pulleys in the fuselage where the cables take sharp bends, up to 180 degrees. Each of these is a definite system and if the cable should break at either of these locations, or for that matter, any of the 10 or 12 locations, the results could be fatal.

"We have turned this over to CAA and their Oakland office says a bulletin on this subject is coming out.

"This may explain some heretofore unexplained L.K. crashes such as the one we had out here a few years ago.

Derrill H. Hansen
39 Oak Avenue

Richland, Washington

"While I am no ham myself, at least in the radio sense of the word, I wonder if the SSA has ever considered having a competition for the best amateur-designed-and-built 2 way glider radio, plans of the winning design to be made available to whoever wanted them? This shouldn't violate any anticommmercialism rule!—and would promote Safety. I would donate \$10 toward a prize for such a contest."

Bob Moore
Box 996

JOINT IAS-SSA MEETING

(Continued from Page 13)

tributions of Soaring to Future Aviation Design Progress." He believes that the current trend of increased size and speed of the modern aircraft at the expense of take-off and landing performance with the attendant increase in size and cost of terminal facilities must cease; that more research must go into developing the very low speed capability of very high-speed aircraft. This urgent field of design development falls directly into the scope of the glider as an effective research tool. One of the most promising aspects is boundary-layer control. Mr. Stout listed several advantages of the glider as a research tool; as opposed to use of wind tunnels and power aircraft:

1. Free air turbulence, which may be significant particularly in boundary layer studies, is difficult to obtain in a wind tunnel.
2. In the glider where reactions are slower and controllable many problems can be more readily studied than at high speed.
3. Low cost.
4. Accurate and constant power source gravity.
5. Freedom from vibration.
6. Easily measured and constant weight during a test run.
7. Freedom from the effects of extraneous effects such as slip stream rotation, and gyroscopic effects of rotating engine parts.

Mr. Stout looks to seeing the glider perform an increasingly important part in aeronautic research particularly in the many and urgent problems of the low speed end of high speed flight.

Paul MacCreedy discussed "Future Contributions of Soaring to Meteorology." He believes that soaring planes will continue in the future to increase our detailed knowledge of many meteorological phenomena and to discover atmospheric phenomena as yet unknown. While they have both good and bad features, certain of the sailplane's characteristics — light weight, slow speed, low sinking speed, for instance—make them capable of indicating air motion to which heavier aircraft are relatively insensitive. Paul feels that in meteorological research the sailplane's fu-

(Continued on Page 29)