

CLASSIFIED ADVERTISING

SOARING WANT ADS BRING RESULTS

Advertise to sell or buy Sailplanes or equipment in SOARING. Want Ads at 10c per word. Write: Editor, SOARING, 3106 Fairmount, Dallas 4, Texas.

BACK ISSUES. Certain back issues of SOARING are available from: The Secretary, Box 71, Elmira, N. Y.

NEED SOARING for these months and years: All issues in 1937 and in 1941. January-February through September-October 1942, January-February, May-June of 1944. March-April, July-August 1945. March-April, May-June 1946. November-December 1951.

We have extra issues to send in exchange, including a July 1938 issue. Jon D. Carsey, 3106 Fairmount St., Dallas 4, Texas.

CG4A GLIDER WITH TRAILER. Total time 65 hours. No time since wing recovered and fuselage refinished. \$1250.00 Durham Aviation Club, Travis Skinner, West Durham Station, Durham, North Carolina.

FOR SALE: L.K. Sailplane, molded canopy, recovered 1951, always hanged, all new cables in fuselage, two chutes, trailer, instruments. \$1,000. Derrill H. Hansen, 39 Oak Avenue, Mountain View, California.

FOR SALE: Bowlus Baby Albatross. Top of wings recovered 8-54. Excellent condition. Licenseable. 800 ft. of 5/16" manilla rope — \$650. L. Smoginski, Wayland Airport, Wayland, Michigan.

FOR SALE—L-K 10A with trailer, flight instruments front and rear cockpits. Needs relicensing. Price \$900. For details, write F. J. Sweet, 3541 N. Utah St., Arlington 7, Virginia.

FOR SALE: Briegleb BG-6 Utility. Fairly good shape. A.S.I., T & B., Altimeter and Variometer. \$500 cash. Reply Box 125, Station H., Montreal, Quebec, Canada.

FOR SALE: Baby Bowlus and trailer. Heavy construction, recovered and relicensed in September. \$525.00. E. J. Guokas, 3437 Cricklewood St., Torrance, Calif. DA. 6-6539.

WANTED: Powered Sailplane. Must be reasonable. Prefer Hummingbird. B. Olcott, 17 East 67th St., New York, N. Y.

FOR SALE: L-K 10A. (Photo July-August '54 SOARING) recovered, molded canopy, instruments and oxygen both cockpits. Trailer. Immaculate throughout. \$1200, or will trade with cash for 1-23. Thompson, 1911 Idaho, Santa Monica, Calif.

SOMEONE should be flying my Air-100. Ship is now priced at \$2,000 with trailer, but less instruments. Hollis Button, Valley City, No. Dakota.

USED GLIDER LIST

Here are some good buys in used gliders:

- LK** \$1,250.00
Instruments in both cockpits, trailer, recovered 1952, located on West Coast.
- TG-3** \$1,200.00
Instruments in front cockpit, trailer, recovered 1954. Located in Elmira.
- LK-10A** \$1,200.00
Instruments and trailer, located in Northwest.
- Schweizer 1-23 Standard** \$3,000.00
Flush riveted, excellent shape, located in the East.
- LK Flat Top** \$1,400.00
Rebuilt, recovered 1954, trailer, one set of instruments, located in Elmira.
- Schweizer 1-20** \$1,500.00
Built in 1954, instruments, located in Canada.

LK Make offer
Damaged condition, located in Illinois.

Some others also available. For additional information on all these "good buys" write to:

SCHWEIZER AIRCRAFT CORP.
Elmira, New York

UNUSUAL GLIDERS

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combination a five-motored airplane with two fuselages.

Due to the launching problem and to its extreme vulnerability to enemy action while aloft, the Me-321 was converted to a powered airplane, the Me-323. The airframe was identical except where necessary to accommodate six French Gnome-Rhone 14N radial engines of 990 HP. These were located on the leading edge of the center section in a conventional manner, and gave the Me-323 a high speed of 136 MPH at a takeoff weight of 43,000 kilograms or 96,000 pounds. It is interesting to note that this practice of converting standard military gliders to powered aircraft was followed by the Germans with other models, and also by the British and Americans.

JOINT IAS-SSA MEETING

(Continued from Page 26)

ture is bright. They will be used again this spring for high altitude wave study in the Sierra Nevadas. Pressurized cabins or even pilotless sailplanes under radio control are being considered. For future convection, turbulence, and cloud physics studies, gliders using new and improved instrumentations are planned.

Lieutenant Obarr discussed gliding's future role in the field of aircraft education and training. He stressed the increasing need of aviation personnel and the urgency of interesting young people in aviation if the needs of the industry and operations are to be filled. He felt that the glider was one key to the solution of the problem, both through building projects in the schools, and through properly supervised and regulated flight training programs.

In the discussion period Major J. Wilcox, USMC of the Office of Naval Research, spoke of the boundary layer and other such research work using gliders, being sponsored by ONR. He also mentioned briefly a plan under consideration whereby the aviation industry would insist in sponsoring glider training programs.

The session was honored by the presence of Mr. Grover C. Loening. Mr. Loening in commenting on the subjects, stressed also the assistance which gliding could render particularly in the fields of aerodynamics and education.

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TG-3: Wings \$44.00 each.

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