

## NOTES AND QUOTES

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**"HOT AIR,"** Published by Northern California Soaring Association, Inc. "CONTEST NEWS. At the January meeting a contingent from the Sacramento Soaring Club brought up the idea of having a soaring contest at their wonderful Lincoln Airport site sometime during the months of April or May. It was first proposed that the meet would be held over the weekends of April 30-May 1st and the following weekend May 7th and 8th. It has since been brought to light that May 8th is Mother's Day and subsequently the S.S.C. has changed the contest dates to May 14th and 15th and 21st and 22nd. It is hoped that, by holding this meet at this time of the year, at this site, we will best encounter good cumulus formations conducive to long distance cross-country soaring attempts. Now here's the chance you all have been waiting for. This meet is guaranteed to be a whale of a lot of fun and a good time for all involved. So come along and get involved! If you fly, fine! If you don't, but are interested in soaring, join in and share the activities. Help will be needed at the airport, in the barograph room, on the contest board, crewing, and all sorts of other places and ways. You'll enjoy this meet, we're sure! That Sacramento gang is one swell lot of people and awfully easy to like. Here's your chance to have yourself a ball!"

**"THE THERMAL,"** Southern California Soaring Association, Azusa, California. "S.C.S.A. TO PROMOTE A SOUTHWESTERN SOARING CONTEST FOR 1955. As a result of the below listed tabulations from a ballot poll taken at the last membership meeting, the Board of Directors voted to have a regatta type contest this year. Mr. Wm. O. Hoverman is contest chairman and he will have an outline and details of the contest available in the near future. Voting for the type of contest desired went as follows:

Contest to cover one week plus weekends .....	16%
Contest to cover one single weekend .....	25%
Contest to cover several weekends—Regatta fashion .....	60%

The weekends involved will be possibly some six in number between May and September including some major holidays. The contest is expected to be held at different soaring sites such as El Mirage and Elsinore."

**"DOUGLAS DUST DEVIL,"** Published monthly by the Douglas Soaring Club, Inc., Santa Monica, California. "DOINGS AT MEYER'S GLIDER FARM. One of the better features of the work sessions at the barn is the hangar flying that goes on among the various groups working there.

"Ray Parker has taken over the job of rebuilding Bob Brown's Weihe. He is making new ribs where needed and inspecting the glue job at the various plywood joints. A lot of gussets are being reglued due to a poor glue job in the first place or loosening in shipment from Germany. The Weihe is much lighter in construction than the

PR so that there is sagging of the plywood over the ribs at the leading edge. Ray presently plans on applying fiberglass reinforced plastic over the leading edge to smooth up the surfaces as well as protect the plywood. A lot of work remains to be done but the ship should be finished in plenty of time for Bob to enter it in the National Contest at Elmira this summer.

"Walt Franz's 'Prue' is also getting an overhauling at the barn. Walt is smoothing up his wing surfaces to eliminate a poor contour condition forward of the spar. Plastic filler as much as 1/8 thick in some places is being added in layers to fill in where needed. Each layer is splined while wet to give the correct contour and is sanded when dry. Walt expects to get much better performance out of the little ship when finished."

**"AUSTRALIAN GLIDING,"** Official journal of the Gliding Federation of Australia. "EDITORIAL. Modern sailplanes are of such high performance that they can usually stay up all day at the hands of an experienced pilot. Duration flying has long been regarded as having little merit in itself. With modern knowledge of design and soaring technique distance flying is rapidly becoming only an extension of the duration flying. Any good pilot can keep soaring all day, the thing that determines distance is only how fast he can fly while airborne. Thus, the modern trend is towards speed flying. The pilot who can fly fastest under a given set of conditions is the one who will win the contest. If he merely has to demonstrate his ability to fly fast why put him to the trouble and expense of flying 200 or 300 miles from home when the same result can be obtained by making him fly 10 times around a 20 or 30 mile circuit? . . . If gliding is to become popular as a spectator sport (and that is the only way it can be made to pay) there must be some sort of activity all the time to keep the public's attention. In long distance flying there is activity for an hour or so early in the morning, then nothing all day. If half a dozen sailplanes are launched at 10 minute intervals to fly around a 20 mile circuit there is something happening over the drome all day. . . ."

**"NEWS OF THE SOUTH JERSEY SOARING SOCIETY,"** Vineland, New Jersey. "INSURANCE NOTES . . . For the past two years, we have been operating without any type of insurance. We did carry a comprehensive type of insurance for a few months but this was dropped when the rates were doubled. If I had the choice of carrying only one type of insurance on my car, it certainly would not be any comprehensive or collision type but would be liability. Liability insurance is a necessity for our club, especially with the cross country flights coming up this summer. Otto Zauner has been contacting some insurance representatives on the costs of insurance."

(Insurance in Soaring Clubs is something about which there has been much interest recently, and SOARING will welcome any information on this subject from Mr. Zauner or others. Please keep us informed.—Ed.)

## LATEST FROM BISHOP

While soaring in the wave over Bishop, Larry Edgar suddenly found himself airborne in his parachute while his Pratt Read wound its way earthward in pieces.

Edgar, co-holder of the World Altitude Record, had been to 40,000 feet and had been airborne for between three and four hours. On his way back to the airfield, in or near the roll cloud he experienced what Dr. Kuettner described as the worst turbulence he had ever experienced or imagined.

The brief report received from Bishop indicated that when Larry bailed out he was carried upwards, but, by spilling his chute he was able to reach ground safely but minus his footwear. Rescuers reached him quickly but not before the gale of wind had dragged him through the scrub for the loss of an unknown amount of skin.

## ASSOCIATE EDITORS

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Brief announcements can be accepted as late as the 15th, and want ads as late as the 20th. The complete schedule follows, as an example for the July-August issue:

Deadlines for Articles, June 10th  
Deadlines for Brief News Items.

June 15th  
Deadlines for Display Ads, June 15th

Deadlines for Want Ads, June 20th  
Deadlines for Items for the Calendar, June 20th

The only exception to the above, if we are to be on schedule, is when article of predetermined length are arranged for by correspondence with the Editor early enough in advance.

It should also be known by contributors that reasonably short articles which do not require more than three pages in the book, including good pictures, are more desirable. The Editor feels that lengthy articles are avoided by many of the readers, and, of course, they limit the possibility of including other items of interest.

Articles should be typed when possible, and should be double spaced, and each line should contain not more than 72 characters. This is not mandatory at all, but expedites processing of the material by the Editor.

*Good pictures are highly important!*