

MISSISSIPPI STATE COLLEGE GLIDER CLUB ACTIVITY REPORT

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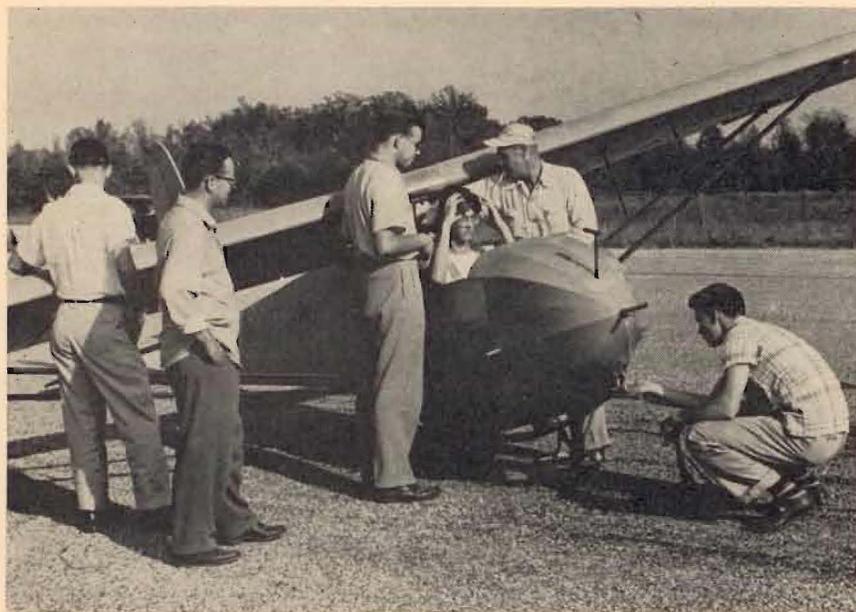
Considerable encouragement to this program was derived from the interest shown by various news agencies. During the 1955 season training demonstrations were made for photographers from *Life Magazine*, *New Orleans Times Picayune*, *Birmingham News*, and *State College Public Relations Department*.

During the year articles descriptive of the training program, with photos, appeared in *Flying Magazine*,

damage was sustained at the fuselage attach fittings on the Olympia Sailplane.

There have been no personal injuries and no other equipment damaged.

An indication of the activity of this group can be gleaned from the fact that the second tire on the 1-19 has been worn through to the fabric. Also the main skid and the wing tip skids have had to be re-shod with hard spring steel. Both wing tip skids were



the *Times Picayune*, *Birmingham News*, *Jackson Daily News*, *Clarion-Ledger*, *State Times*, *Starkville News*, *State College Reflector*, and the *Sarkville High School 'Hi-Jacket'*.

That there is serious contemplation in other areas of our training method is shown by the receipt of the inquiries from *Portland, Oregon*, *New Haven, Connecticut*, and *Covington, Louisiana*. These have been answered. The *Portland Junior Chamber of Commerce* is considering a rather extensive single-place training program.

One mishap occurred in which

re-shod about mid-season. No tip skid damage was sustained this year.

Six students made soaring flights from auto tow of from 15 to 50 minutes' duration while engaged in pattern practice. Three airplane tows produced 2:00 hours of soaring and seven attempts from auto tow resulted in 5:15 hours.

Good weather permitted starting operations early in April—nearly a month ahead of previous years. However, numerous week-ends of high winds or rain reduced the total number of tows to only 400 more than the previous year.

Statistics show:

101 Ground tows
315 Straight tows
66 90° turns after release
934 360° patterns after release

1416 Total tows

Again, most of the activity is in the pattern-spot landing phase, as the training is aimed toward the C.A.A. Private Glider rating, and more stress is placed on spot landing from a standard pattern.

Dual instruction and check flights were made on three afternoons when a 2-22 was available. Normally this phase is done in light power-planes as we have no two-place glider and the dual can quite efficiently be given in a *Cub* or *Aeronca* in two or three half-hour sessions.

Out of six high school students only three were active at the end of the season. Three graduated in June. The remaining three, 14, 15 and 17 years of age, are well advanced in the pattern-spot landing phase and two have made soaring flights from auto tow. One of these two qualified for the soaring "C" award with a flight of 21 minutes. Release altitude 450', max. alt. 1500'.

Normal release altitude for pattern-landing practice is 450'. Occasionally, more rope is added and 700'-800' tows are made for soaring attempts. Next spring, with a better performing ship, the *Olympia*, available for advanced students, the 1-19 will be used to start a new class of beginners.

Of a total of nearly 80 who have participated in the club activity more than 60 have received appreciable amounts of training. Twenty-seven were well advanced into the pattern-spot landing phase and 17 qualified for soaring.

ADDENDUM

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pulled up with one wing low and the wing tip caught in tall grass, turning the ship 45 degrees to the line of flight. Contact with the ground was made at the 45-degree angle and the resulting side loads tore the main wing spar attach fittings loose from the fuselage bulkhead. The pilot was not hurt.

Cause. Failure to land straight ahead when the decision was made to abort the take off. A pilot should never attempt to return to the starting point under these conditions. He should first regain safe flying speed then land on the runway ahead without turning.

JOSEPH M. ROBERTSON
Chairman
SSA Safety Committee