

SOARING NEWS BRIEFS . . .

A WACO PRIMARY Glider manufactured in 1930, or earlier, has been certificated by the UNIVERSITY OF ILLINOIS GLIDER CLUB and placed in active use in its solo training program. Will anyone disclaim the fact that this is the oldest airworthy glider in the United States?

The long unused components were given to the University Club by MR. ART CARNAHAN, manager of the Bloomington, Illinois, Municipal Airport and one of the original owners of the glider. The aviation shop classes of the CHAMPAIGN HIGH SCHOOL, under the direction of HERMAN LINDER completely rebuilt and reconditioned the old glider, and static weighing and balance analysis were done by PROFESSOR TOM PAGE, faculty advisor of the club. Flight tests show the gentle and (now) stable old trainer to have been worth reconditioning.

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The talents of PETER TEMPLE, a British inventor and soaring enthusiast are in great demand as a result of his development of ultra-sensitive temperature detectors, while developing his thermal detecting instrument. Mr. Temple's latest instrument about which he is lecturing the medical profession in England, is one for determining how long a person has been dead by taking the temperature of the liver. DR. A. E. SLATER points out that Mr. Temple's is another example of the usefulness to which the pursuit of soaring can lead.

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Soaring has a wonderful friend in EDWIN MERRY, Editor of EVERY WEEK, a newspaper published by American Education Publications. The 13th issue of this paper contains a well-written article "Nine-Day Flight Fight to a Championship" or Kemp Trager's success story in the 1955 National Soaring Contest. This article will be read by teenagers throughout the 48 STATES and in some 60 NATIONS abroad.

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News has been received from California that the NATIONAL SOARING CHAMPION of 1982 came into the world on Monday, February 13th. He is Max Howard Licher, the 8 lb., 14 oz. son of Rose Marie and Lloyd Licher. All three are doing just fine!

Outstanding Flights of 1955 should include mention of two NATIONAL RECORDS being broken UNOFFICIALLY. Barographs were lacking which offers a moral to all pilots taking off on other than local, pleasure flights. In the case of MARGARET DOWNSBROUGH and TIDDUM POTTER, the barograph wouldn't have made it a record since theirs was a two-place feminine duration flight. FAI had abolished recognition of new duration flights in June, although the duration records in effect at that time are to be kept on file until 1960. Margaret's and Tiddum's flight was made in a NELSON HUMMINGBIRD on August 4, 1955 while flying between Lincoln and Omaha, Nebraska. Their time was FIVE HOURS and FORTY MINUTES which exceeded the official record of four hours and fifteen minutes set on July 11, 1952 by BETSY WOODWARD and ANNA SAUDEK while flying a P-R from El Mirage, California to Las Vegas, Nevada. The latter flight also set the present National two-place feminine distance and goal flights records, the distance being 170 miles.

The second NATIONAL RECORD which was exceeded UNOFFICIALLY was that of JOHN CARL ZILER and VIVIAN THOMPSON. On September 4, 1955, they flew an L-K on a goal and return flight from El Mirage, California to Twentynine Palms, California, a total distance of 188 miles. The existing record of 154 miles was set by Ted Nelson and Harry Perl on August 20, 1952, while flying a Hummingbird from Grand Prairie, Texas to Bowie, Texas and return.

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Spurned on by recent completion of their cover job on their TG-3, the AERONAUTS of DOWNER, California are reorganizing and seeking to expand membership. Incorporation proceedings are well under way and the ship is expected to be licensed in the near future. Members are mostly employees at the NORTH AMERICAN AVIATION, Downey plant. PRESIDENT BILL BOEHLKE advises that membership will be limited to 15 with a \$75.00 equity fee. Dues are \$1.00 per month. Bill's address is 9409 E. Buell St., Downey, California. Phone TOPaz 9-3169.

Three members of the UNIVERSITY OF ILLINOIS GLIDER CLUB have prepared a pre-solo examination on Civil Air Regulations of 25 true-false questions especially adapted for student glider pilots. The exam is part of a series given in the Club's training program covering pre-solo CAR, pre-solo glider operations and local airport rules, an elementary theory of flight exam given before a member with a private glider rating is allowed to supervise club flying operations.

The members responsible for developing the exams are DORA DOUGHERTY, CARL RAUCHENBERGER and TOM PAGE. Rated glider instructors, may obtain a sample of the pre-solo CAR exam by writing to Tom Page, 2022 Burlison Drive, Urbana, Illinois.

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and down locks are incorporated in the pull handle.

An opening in the fuselage nose is used to receive ventilating air and also to accommodate a retractable release hook. The pitot tube is attached to the hook body so that in the retracted position the pitot is flush with the opening.

Rudder pedals are hinged at the heel and made adjustable to enable the pilot to change the position of his legs during a long flight, an important consideration in preventing fatigue.

The entire control system is fitted with ball bearings. In addition, a system of compression springs is installed which returns the controls to neutral when the pilot relaxes pressure on them. The elevator neutral position is adjustable in flight to provide longitudinal trim. This system increases stick-free stability and by always returning the controls to a set position it prevents the random hunting experienced by almost all light aircraft. It is another consideration in preventing pilot fatigue.

Laminated fiberglass layups are used to form the nose cap, tail cap, and fairings for the tail, wing and landing skid. The runner for the landing skid is oak, sprung on rubber blocks with the fiberglass fairing sandwiched between the oak and a steel shoe.

main construction and aerodynamic features of the ship.