

# 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, 10451 Ferguson Road, Dallas 28, Texas.

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

THIS BEAUTIFUL WEIHE of mine is still sitting on its trailer in Grand Prairie hangar. Maybe I have been asking too much for it!!! It has a standard certificate—nothing experimental about this Weihe—and it is fully instrumented for blind flying with electric turn and bank indicator, high pressure oxygen system, etc. Its CG hook will give you the highest winch or auto launch you've ever seen. I've simply got to sell it before I buy something else and will accept the highest cash offer made before the end of June—provided the offer is reasonable. Write or wire Jock Forbes, 10451 Ferguson Rd., Dallas 28, Texas. . . . And don't call me collect!!

1-23D AND TRAILER. All instruments, Skycrafters 5-channel tunable radio and mobile base station, 38 cu. ft. high pressure oxygen system, sealed-wheel well, Licensed at Harris Hill. Price \$5,100. B. O. Hoverman, 7 Damson Lane, Liverpool, N.Y.

TO MY INTERESTED FRIENDS IN SOARING: The price of my pellet type variometers remains the same—\$25.00 complete with tank and tubing. Contact Theodore Pfeiffer, 1740 Menahan Street, Ridgewood 37, L.I., N.Y.

WANTED—Parts for L-K fuselage. Such as pedals, sticks, levers, seats and more. Yowland D. Gilbert, 7311 58th Ave., N.E., Seattle 15, Washington.

### SAILPLANE BLIND FLYING

Artificial Horizon

Incorporating Turn & Bank  
12 or 24 volt system.

Includes Inverter and Cable —  
Postage and Tax paid, \$198.00.

### GLIDE-AIR OF CANADA

297 Egerton Street  
London, Ontario, Canada

## SOARING TECHNIQUES

(Continued from Previous Page)

On this final day in less than half an hour Robinson ran out of green air and returned to the field so Paul went on to Norwich without another take-off.

In 1949, the Nationals were won by a rather constant performance, but to show the value of the Optimum Speed Selector it is interesting to note that MacCready made the greatest distance on each of the three open days. But 1949 was noteworthy for his publication of his Optimum Selector in the Swiss Aero Review as noted. This was not lost on the European pilots.

In 1950 at the Internationals in Sweden Paul flew a Weihe. There were many Weihe's in the meet. Paul won the three speed events which quite clearly established the value of his method of flying. This was all the proof that was needed to really arouse interest. Soon, many papers appeared on the same subject. I will refer to only one which appeared in Gliding (Winter 1951-52). This was Nick Goodhart. Later in the 1954 International Nick graciously acted as chief for Paul. They had a swell time discussing every angle of soaring. Nick is going to be an awfully hard fellow to beat in Poland. The final note of Nick's article was a quote from Paul—"The most important factors in distance soaring (aside from an adequate sailplane) are luck and practical meteorological knowledge," which indicates that the Optimum Speed Selector doesn't do the flying for you.

The 1953 Nationals were entered by MacCready for the sole purpose of establishing his position for International seeding. One task flight stands out, a goal and return to Norwich (76 miles) to be repeated as many times as possible. Paul almost made three legs while only one other pilot passed the second leg mark. Paul was flying a 1-23D. There were so many 1-23D's in the meet that it seemed like old home week for the Schweizers. Since the planes and weather conditions were the same for all it would seem the Optimum Speed Selector represented the difference.

As previously noted, all three of these contributions were very much in evidence at the 1956 Internationals. They were being used by over 50% of the single-place pilots. It was going to take something else to win that meet. That factor was practical mete-

orological knowledge which can't be highlighted. The one day when Paul made a poor score (342 points out of 800 and none in the first 10 got any better) a pilot in 20th position discovered a wave and made an outstanding flight. This Dutch pilot Touthoofd is only 23 years old. The fact that he knew how to use the wave when he reached it without any previous wave experience and the fact that he completed the last event indicates he is another pilot who needs to be watched in Poland. There is one little highlight on practical meteorological knowledge. In the third event when Paul went to the Mediterranean, after crossing the Rhine Valley to reach the Dauphine Alps he found himself in a thermal with Pierre, the previous World's Champion and another Breguet. Suddenly Paul disappeared and went for another 100 miles while Pierre and the other Breguet had to land in the valley. Pierre couldn't believe his eyes. In fact he was so astounded he came back and told this story.

To summarize, the Optimum Speed Selector has proven its value in increasing the speed of cross country flying. When everyone is using the three contributions which have been mentioned then it is a question of practical meteorological knowledge plus a fair share of luck.

MacCready finally got around to writing up in English about his Optimum Speed Indicator. It is in Soaring for March-April 1954. Dick Johnson admits he uses the MacCready Optimum Speed Selector. Many of the European pilots also use it. It might even help you.

(Editor's Note: We learn from a friend in England, Nick Goodhart to be precise, that Paul Jr. is somewhere on his honeymoon at this time. I am sure that Soaring readers and soaring people everywhere will join me in wishing the young couple all possible happiness for the future.)

## WEST WORDS

(Continued from Page 31)

the new C-A-R Part 20 on March 1st resulted in numerous private and commercial ratings being obtained plus five for glider flight instructors. The SCSA Flight Group ships had a real workout and certainly saw a lot of spinning by the favored five. Now that the effective date for Part 20 has been postponed until September 1st, the same sort of rush can be expected all over again.