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CAM 60 does not include the regulations of CAR Part 60 but they can be purchased separately for 10¢ from the GPO. At present the only components of CAV I that have been issued are CAM's 43, 49 and 60. If CAR Part 62 is desired it may be purchased for 5¢ from the GPO.

The other CAV that would be of major interest to glider pilots is CAV IV which includes only CAM 20, Pilot Certificates. It sells for \$1.25 and includes CAR Part 20. It became effective on August 1, 1957. Again, a note to CAB will bring a purchaser all amendments to CAR Part 20.

### DRAGONTROSS LOST

On Saturday, August 17, 1957, the Dragontross sailplane broke up in flight which resulted in the death of the pilot, Stanley Graham.

The flight originated from El Mirage Field, near Adelanto, California, and was an attempt at Gold C distance, with Dry Lake, Nevada, as the proposed landing site. Graham had no crew at the take-off site but presumably had made arrangements with a prospective purchaser of the ship in Las Vegas to retrieve him if he landed short. Because of this arrangement no one suspected he might be missing until late Sunday. A search was begun on Monday and the wreckage was not found until late Wednesday. The C.A.P., Air Force and personnel of El Mirage Field and SCSA participated in the search.

Graham was 33 years old and a Boeing employee on temporary duty at Edwards AFB, near Lancaster, California. He was Secretary of the Seattle Glider Council and held Silver C number 246. He had thousands of hours as a Navy pilot.

The glider was dubbed "Dragon-tross" because it was a hybrid configuration consisting of Nelson Dragonfly wings on a Bowlus Baby Albartross fuselage and empennage. Metal struts had been fitted, without jury struts. The Dragonfly wings had no spoilers. Because the horizontal tail was all-movable, there was no stick force gradient. Two turn and bank instruments were installed and were in good working order. No oxygen

equipment was on board.

The glider was seen at 2:30 P.M. near where the accident occurred by another glider pilot in the vicinity. He was about 40 miles from El Mirage, at 14,000 feet, and appeared to be returning to the take-off site. A little while later another soaring pilot observed the Dragontross soaring in and out of a large cumulus cloud, still at high altitude. Shortly thereafter the ship must have exceeded its structural limitations and broke up in the cloud. Examination of the wreckage showed that the wing struts had failed in compression, one wing striking the fuselage and splitting it open, dropping the pilot free. He had no parachute.

The lessons to be learned from this accident should be obvious. Cloud flying requires ability and experience. Do not do it in aircraft that lack adequate speed-limiting devices, a reasonable elevator stick force gradient and a high structural load factor. Let someone know your flight plan. Wear a parachute if you intend to fly outside the field pattern.

### SAILPLANE AIDS IN RESCUE OF DOWNED JET PILOT

A sailplane recently proved to be of real practical use in assisting in the rescue of a jet pilot who was temporarily lost in the Mojave Desert. The pilot was conducting armament tests on a Lockheed F-104 when he experienced engine failure at high altitude caused by the failure of the engine to digest a number of cartridge cases it had inadvertently inhaled. The pilot was forced to eject himself over the desert and land some miles from where the jet crashed.

Search planes were immediately sent out to find him, but while scouring the desert at low altitude they were unable to communicate with the test base at Palmdale because of intervening mountains blocking off the VHF signals. At the time of the accident, Doc Selvidge, Treasurer of SSA, had taken a day off from counting the money and was flying his 1-26 six or seven thousand feet above the desert. On his Skycrafter receiver he overheard the search planes futilely trying to contact their base on 123.3 mc which frequency the gliders share with flight test activities. From this altitude he was able to communicate with both search planes and the base and at intervals for about an hour was able to relay messages between them until the pilot was located and picked up by helicopter.

### PROGRESS REPORT ON CHEROKEE II

Stan Hall reports that the number of Cherokee II's presently under construction has now reached an unprecedented 57. Should all these ships reach completion they will very likely represent the greatest number of completed homebuilt sailplanes of a single type ever built anywhere in the world, at any time.

Stan has received inquiries from Sweden, Germany, Australia, Argentina, Belgium, Canada and nearly every state in the United States. He recently delivered his third set of plans to Australia.

The biggest difficulty in getting plans into foreign countries is in getting the money out. Many foreign countries require special governmental approval for imports, even for blueprints. Two of the Australian clubs obtained the required approval, the third obtained the plans through a contact in Canada.

There are so many members of the Cherokee II tribe that a news bulletin is being prepared to keep them all "clued in" on one another's progress.

Cherokee II is no longer being produced in kit form by Glide-Aero. Since the sailplane was designed specifically for construction from the plans up, offering it in kit form has not proved sufficiently profitable to justify production. People seem to enjoy working with their hands.

Stan reports that he has received so many inquiries about the feasibility of his supplying the metal fittings that he has started negotiations with local shops in Sunnyvale, Calif. (1530 Belleville Way, his new home) to produce them. Bids are currently out on the main wing fittings. Others will follow.

Flights thus far in Cherokee II have been: altitude, 16,000 ft., duration, 5 hours, 45 minutes and distance, 101 miles (made by Roger Ruch).

### NEW CLUBS

Information has been received telling about the formation of a number of new soaring clubs.

In Kansas City, Peter Riedel, an engineer for TWA, and Robert W. Brower, one of TWA's airline Captains, have formed a soaring section of the Mid-Wing Flyers, Inc., a flying club for TWA employees, of which Peter is President and Bob the Secretary-Treasurer. They will start