

BOOK REVIEW

"Flying Is My Life," by Hanna Reitsch, translated by Lawrence Wilson. G. P. Putnam's Sons, N. Y., \$4.00.

"The Sky My Kingdom," by Hanna Reitsch, translated by Lawrence Wilson, The Bodley Head, London, 12s 6d. (Obtainable through Schweizer Aircraft for \$2.00).

Hanna Reitsch is undoubtedly one of the most versatile and competent women pilots in aviation. Her career started as a glider pilot over twenty years ago, and ever since then she has competed on an equal basis with men in soaring and as a test pilot of jet and rocket powered aircraft during the war in Germany. She is still active as a soaring pilot, and in the 1956 Internationals in France she placed ninth in the single seat category.

In "Flying Is My Life" she tells the story of her life up through the end of the war. It vividly brings out her single minded determination to fly which enabled her to overcome the many obstacles facing a woman in a man's world, particularly in Germany where a woman's place is considered to be on the end of a broom, not a control stick.

The book is easy to read, but also easy to put down, and your reviewer was frankly disappointed in it. Particularly missed by soaring enthusiasts will be characterizations of other soaring greats in Germany who, for the most part, appear only as names, and most Americans will gag somewhat at the descriptions of the kindly Himmler and jovial Göering.

After reading "Flying Is My Life," the reviewer felt that the text was somewhat spotty as though parts had been left out. It was then that "The Sky My Kingdom," published in England, was discovered. This is the same book, by the same translator, but with some additional text and photographs which go part way toward making a more complete story. One wonders what the original German version looked like. If you have a choice, "The Sky My Kingdom" is the one to read. There doesn't seem to be any good reason for the American version being different. Some of the expurgated sections were anti- and some pro-American, and some were left out for no apparent reason. Apparently, it hasn't sold well. Originally offered at \$4.00, it has recently appeared on the cut-rate tables at \$1.49.

—HARNER SELVIDGE

ANTENNA SYSTEM

(Concluded from page 5)

How to Tune the System for Peak Performance

As mentioned previously, it will now be necessary to enlist the aid of a licensed radio man to complete the tuning adjustments on your equipment. Most large airports have at least one qualified man to do this kind of work. The chief engineer of many radio stations will also be qualified to help you out. In the case that you possess a first class radiotelephone and telegraph license issued by the Federal Communications Commission, you may do it yourself.

After the antenna has been attached to the transmitter it will be necessary to beg, borrow or steal a field strength meter which can be tuned to transmitter output frequency. Many TV repair and service men will have an instrument as will the licensed radio man and even, perhaps, the radio amateur. Tune or adjust the meter to the transmitter frequency and then set it up on a stand or step-ladder about 50 feet away from the sailplane. At this point it is nice to have an observer help with the measurements. Click on the transmitter and observe the field strength meter. It may go off scale. If it does, decrease its sensitivity. (An adjustment is usually provided for this.) Adjust the f.s. meter to read about half scale. Go back and adjust the transmitter loading and output controls until maximum reading is obtained on the field strength meter. It will probably be necessary to decrease the meter sensitivity several times to prevent it from going off scale. Finally a point will be reached (with any given antenna length) where further adjustment at the transmitter end causes a decrease in meter reading. The transmitter can now be considered tuned to its best performance on that frequency. When changing frequency it may be necessary to retune the system for optimum performance, although this is seldom required. If the antenna itself is adjustable in length, you may wish to repeat the tuning steps in order to milk every last bit of energy from the transmitter. Actually, when very low power is used, it is desirable to make painstaking adjustments for best results. Always adjust for the maximum reading of the f.s. meter.

Summary and Observations

You will now find that reception on this antenna will also be improved. The transmitter might well



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