

# NEWS BRIEFS

## GOLD C NO. 71 A WOMAN

One of our U.S. citizens living abroad with her husband, who is on a work tour in West Germany, has completed her Gold C requirements and earned the altitude and goal diamonds. Her name is Virginia D. Campbell, and she is a "converted" power pilot enjoying the sport of soaring in the Hamburg-Harburg area. Her distance flight was made from a winch launch in a Spatz and covered 202 miles. The altitude legs were earned in a French Air 102.23 at St. Auban, France. The Campbells expect to return to the U.S. later in 1958 and should be a welcome addition to the local soaring scene.

## NEW CLUB PUBLICATION

Initial copies of a new club publication have been received. It is called "L.I.S.A. News" and is to be the regular newsletter of the Long Island Soaring Association. Editors are Jack Federhart and Lee Rosche. Lee is club Secretary for 1958 and the President is Al Jost. The club owns a Schweizer 1-26 and a Piper PA-22 Tri-Pacer tow plane. As a matter of interest, 21 out of their 23 members belong to SSA.

## FUSELAGE NUMBERS

The Civil Aeronautics Board has recently issued a special Civil Air Regulation, SR-412B, which extends the date before which aircraft registration numbers may be applied to the fuselage sides rather than on the wings and vertical tail. A previously effective regulation specified that after July 27, 1958, the numbers could no longer be applied to the fuselage on new aircraft or ones being refinished. The expiration date of optional compliance has been extended to December 31, 1960, which is the termination date for any use of numbers on the fuselage. Before that date, C.A.B. will decide whether or not to permanently adopt the fuselage marking system.

Registration numbers, if applied to the sides of the aircraft instead of the wings, must be at least 12 inches high and located on both sides of the fuselage between the trailing edge of the wing and the leading edge of the stabilizer. It doesn't appear as if the Baby Bowlus could qualify.

## NEW BOOKS AVAILABLE

Two new books have recently been published and are presently available. One is "OSTIV Publication IV," which includes the scientific, technical and meteorological papers presented at the 6th OSTIV Congress, held at St. Yan, France, in July, 1956, and other selected papers.

The other is "The World's Sailplanes," a new reference book and directory of sailplanes and gliders throughout the world currently in production or designed since the war. Each design will have over 100 items of information concerning it, together with a photo, three-view and brief description in English, German and French. Many classical pre-war sailplanes are also included as well as articles on the development of modern sailplanes, definitions and translations of the terms used, conversion figures and other important and interesting information. It should form a valuable addition to the library of every sailplane pilot and designer.

The price of "The World's Sailplanes" is \$2.50 (\$2.00 to Members of OSTIV) and "OSTIV Publication IV" is \$2.00 (\$1.75 to Members of OSTIV). Orders with checks or international money orders payable to O.S.T.I.V. may be made c/o Miss Betsy Woodward, Dept. of Meteorology, Imperial College, London S.W. 7, England.

Membership in O.S.T.I.V. is \$4.00.

## THERMIKS AGAIN

The German magazine THERMIK has begun publication again after a lapse of two years. It was started 10 years ago with Hans Deutsch as editor. Four years later, German soaring was started up again but the magazine, devoted to soaring activity, was always in financial trouble because circulation was not as large as the number who read it. Perhaps if all readers of soaring magazines bought their own copies to read, the magazines could be made better and put on more firm foundations. At any rate, THERMIK ceased publication in 1956 and Hans Deutsch was lost track of until he turned up in the Foreign Legion!

New publisher and editor is Hans Folgmann at Schulstrasse 30, Duisburg-Hamborn, W. Germany. The price is DM 3. Perhaps in an effort to attract a larger readership, the subject matter now covers, besides soaring, private airplane flying and model gliders.

## S.A.C. ELECTS NEW OFFICERS

The Soaring Association of Canada held its Annual General Meeting in Montreal on March 15, 1958. The following were elected to the Board of Directors for the year 1958:

President - Leo Smith, Ottawa, Ont.  
Vice-Pres. - W/C A. N. LeCheminant, Gimli, Manitoba.

Directors - Oscar Estebanny, Montreal, Quebec. Al Foster, Calgary, Alta. Frank Brame, Toronto, Ont.

The dates of the Canadian Nationals were tentatively set for the three week period of July 20 - August 10, and will be confirmed as soon as the major aircraft firms decide on their vacation schedules. The middle week will not be for competition but general flying only.

## ELECTRICAL VARIOMETER

Flitecraft, of 30 Prospect Hill Rd., Lexington 73, Mass., has introduced a new type electrical variometer. It uses a more stable electrical circuit than the commonly used Wheatstone Bridge, is free of unbalance and can be quickly adjusted to compensate for battery voltage drop. The sensing element is attached to the chamber, allowing the combination to be mounted in any convenient location and eliminating the need for any tubing. Visual indication is given on a modified Glide Path Indicator, non-graduated since a thermistor's resistivity changes with temperature. The response is non-linear in order to give strong indication with light thermals and yet not go off scale with stronger ones. The instantaneous response of an electrical variometer is a great help in quickly centering thermals and staying with the weak ones down low. See Flitecraft's classified ad.

## CONTRIBUTORS

(Concluded from Page 17)

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