

article in TOWLINE, the publication of the Seattle Glider Council, and we would like to reprint for your benefit the October message of their chairman, Dean Reynolds:

"I am asked sometimes why I insist on engaging in a hobby which has an element of danger in it, and my answer goes something like this: First of all, let us realize that the degree of danger is largely in the mind of the observer. The familiar tends to be regarded as the safe - the unfamiliar regarded as the dangerous; but this familiar human trait is not the main point of the discussion. The main point is that in history, mankind has made no great progress by acting conservatively. If some long forgotten ancestor of ours had not performed the then-dangerous experiment of living on the ground, we would still be huddling in trees. If a few curious souls had not indulged in the risky heresy of investigating nature on a scientific basis instead of a theological basis we would still be living under conditions approximating those of the Middle Ages when misery was rampant over the whole Western World. If James Watt had not risked being blown to bits, democracy - a centuries-old ideal even then - could never have existed since the only cheap source of power to do the world's work was slave labor.

"Each of these great discoveries and many more have served to make life easier for us, but the whole meat of the discussion is that the men who made them had little idea what the far-reaching effects of their work would be. Franklin, I am sure, had no idea that electricity would one day light the world and do a large share of its work. He was merely satisfying his curiosity about a natural phenomenon. In the same manner, soaring has no 'use,' but who can tell what will result in the long run from a better knowledge of the Earth's atmosphere and its mysterious ways. It is unfortunate, but we cannot foresee these benefits any more than Franklin could visualize the Coulee Dam Project after he had drawn a spark from the kite string in his hand."

In the southwest, Harold Hutchinson was the spark plug of an exchange ride session at El Mirage and Malibu Beach, California. Warren Seaman, sailing champion, was among those enjoying the soaring flights at El Mirage on Saturday. On Sunday many members of the soar-

ing fraternity, including former World Champion Paul MacCready, Jr., were on hand at Malibu Beach to get their rides in outriggers. Every- had a wonderful time topped off by a barbecue on the beach Sunday evening. (All this in November while the northeast was experiencing the first snows of the winter.)

A touch of French soaring enthusiasm has come to southern California in the person of Francoise Pioline, a young lady French Silver C pilot who is in the United States on a scholarship for a year of study in Aeronautics at the Cal Tech graduate school. Interestingly enough her scholarship is one which is given in memory of Amelia Earhart and has also been earned by another lady glider pilot, for study at MIT a few years ago: Rose Marie Licher, the wife of your Executive Secretary. Two other previous winners, Martha Graham (Cornell) and Beverly Beane (MIT), are also friends of soaring and have flown in sailplanes at El Mirage and in New England.

Since the official beginning of the California State Soaring Records last spring, most of the single-place records have been established. All of the records in the open category are also National records, with the exception of distance (Les Arnold, 321 miles), goal (the late Dr. John Sawyer, 275 miles) and speed around a 100 km course (Graham Thomson, 48.1 mph). In the senior category (Pilots with less than Gold C), the late Dr. John Sawyer hold four records (distance - 375 miles, goal - 275 miles, goal and return - 106 miles, speed around a 100 km triangle - 41.1 mph), and Bob Schnelker has claimed the altitude records (30,940 feet with a gain of 18,200 feet). Since making those altitude flights Bob has earned his Gold C and now must fly in the open category exclusively. In the junior category (pilots less than 21 years of age), Rose Briegleb holds the distance record of 269 miles while Hugh Bikle has the goal record of 193.5 miles and also the altitude records (14,100 feet with a gain of 9,400 feet).

(Editor's note: Any news or comments you have for "Club News" will be greatly appreciated. For inclusion in the next issue, please send all contributions to Bertha M. Ryan, 2659 Centinela Ave., Santa Monica, Cal., before January 1, 1959.)

## BOOK REVIEW

**Gliding - A Handbook on Soaring Flight** by Derek Piggott is a book which we can heartily recommend to the newcomer in soaring. The author is the Chief Flying Instructor at the Lasham Gliding Center in England. Because of this position he has been able to present the type of information needed by the prospective glider pilot before solo. But as Mr. Piggott states, the book is intended as a supplement to training and cannot replace the instructor.

The book is divided into three sections and presents factual information with an almost clipped style, as implied by the word "handbook" in the title. The first section is entitled "Learning to Glide" and is devoted to the period before solo, beginning with the first visit to a glider site. Much attention is given to turning and pattern flying with emphasis on winch launching. Throughout the book many details are mentioned that apply more to soaring in England than in the U.S. But the student using the book should be able to distinguish these items with the help of his flight instructor.

The next section deals with "Further Training and Soaring" and is designed to supplement the student's training after solo. Here the reader is given a little more technical explanation of turning and then an excellent chapter on a subject very often neglected or covered much less thoroughly - stalling and spinning. In this section aero tow is covered (in the U.S. we would have included this subject in the first section). The final chapter of this part discusses local soaring and efficient cruising and presents a useful set of rules for flying the maximum distance under various conditions.

The last section, entitled "Exploring the Skies," deals with various types of soaring and the techniques found most valuable for each. It includes advice for cross-country flights and landing in strange fields. We quote Philip Wills in *SAILPLANE AND GLIDING* "He omits nothing - such as No. 13 in the list of 15 things to be remembered before taking off on a cross-country flight." The last chapter contains valuable hints for "Going Faster and Farther."

This book is written primarily for students but the great majority of soaring pilots will find much of interest, especially in the last section.

—Herb A. Namtry