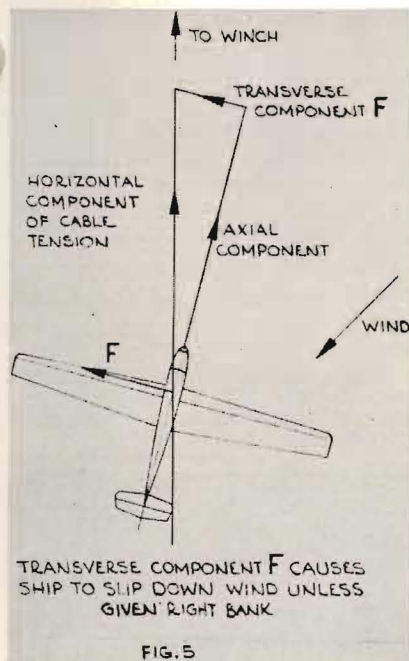


# NEWS FROM RUSSIA

Finally we come to the tapering off process. The cable is coming in at its maximum speed just after take-off. When the pilot eases back on the stick, this automatically brings the drum speed down, and the driver opens up in order to develop the correct tension for the climb. The tapering off process should start a little before the angle of the cable to the horizontal at the glider reaches 30°, and is necessary in order to avoid excessive speed and, more importantly, excessive wing loads. As the ship approaches the top of the launch the wire is probably coming in at a speed not more than a quarter of the ship's ground speed as shown in Figure 4.

## Cross Wind Take-Off Technique

Naturally we prefer to launch up wind but frequently we have to tolerate a considerable transverse component in the wind direction. It is usual to crab in these circumstances although some pilots allow themselves to drift downwind - a disreputable and sloppy practice. The better pilots keep straight. A little bank as well as yaw angle is essential. The reason for the bank is simple enough.



Suppose we use no bank. Then the cable leads away at an angle approximately equal to the yaw angle (see Figure 5). The horizontal component of the cable tension thus has a component at right angles to the axis of the ship and this causes the ship to slip downwind. Since the ship is slipping downwind we increase the yaw angle in an attempt to keep going



The 1958 Russian soaring team with Dick Johnson (in center) at Leszno, Poland. Victor Goncharenko is on the left holding a camera. CCCP is Russian for USSR.

Soaring pilot Victor Goncharenko, baritone singer with the Opera Company of Kiev, Russia, has published a new book on soaring entitled "Flying in Sailplanes." It is published in Russian, and discusses in detail with illustrations, all forms of cross-country soaring techniques and methods of thermal bracketing.

Victor was the outstanding pilot on the Russian team at the 1958 World Soaring Championships at Leszno, Poland. He will not be on the Russian team in 1960 at the International

als in West Germany inasmuch as he had bad luck in the eliminations in 1959, braking off a wing of an A-11 sailplane while landing in a field of millet.

On August 28th, he made an attempt to establish a new world record, two-place, to a goal. Flying a two-place sailplane "Blanik," he took off at noon and after six hours flight had covered 315 miles - 24 miles short of his goal. This flight did establish a new two-place distance record for the Ukraine.

straight for the winch and this merely aggravates the slip. Another factor which aggravates the slip is the effect of the wind on the cable itself, causing it to curve away downwind. Now no ship is flying efficiently if it is slipping. The solution is simple - one banks a little into the wind. The bubble (ball-bank instrument) is naturally useless in these circumstances and one needs a thread in the air stream to learn the appropriate angle of bank. The effect becomes less as the launch progresses. (It is obvious that there would be no appreciable transverse component if the ship were directly over the winch.) Therefore, the angle of bank should be decreased as the launch progresses.

## Why All This Straining After Perfection?

In thermal soaring, every extra foot of altitude gained on a winch launch means a better chance to get away and the last 100 feet is what counts. A thermal which provides only zero sink at 900 feet is useless at 800 feet. This same thermal at 1000 feet will almost certainly be workable and, therefore, invaluable.

## 3 NEW SSA CHAPTERS

Since mention in the last issue of SOARING that the Central Texas Glider Council had become the 17th club to become an SSA Chapter, three more have applied for and been granted Chapter status, bringing the total to 20.

The first was the Tarheel Soaring Club in the Durham, N.C., area. They have nine members and have acquired a Schweizer TC-3A sailplane. Details of their organization were given in last month's "Club News" section.

Next came the application of the St. Louis Soaring Assn., Inc. Membership numbers 16 who jointly own a Cinema sailplane in the name of the club. A number of the members own sailplanes of their own, all of which have been flown regularly at Lobmaster Sky Ranch. The October "Club News" section gave a good run down on their activity.

The Soaring Society of Boulder (Colo.), Inc., is the most recent club to become an SSA Chapter. Spearheaded by Dick Ball and Gale Abels, their membership has grown to 13 with the acquisition of a Schweizer 2-22.