

The Idea Corner

Compiled by FRED B. FRIEDEWALD

(Note: Look fellows, this is *your* column, not mine!! I haven't received any ideas from you. PLEASE send ideas for this column to Fred B. Friedewald, 1611 Oriole Lane, St. Louis 17, Missouri.)

Here is an idea that will eliminate the guess work out of that last glide on a flight against "Old Man" altitude and time. Have you ever wondered if you are going to make it back to the airport or not? Judgement should give you this answer, mathematics and glide ratio another, but when returning to a strange airport after a five or six hour triangular race, when you spent the best part of the night before driving, judgement and performance curves should not be depended upon. Look at your goal or landing spot, be it airport or field and put a pencil mark where it appears on the canopy. (A good soaring pilot is never without a couple of pencils, even if you haven't a chart to scribble on, because the side of a glider makes a good place to tabulate time and places.) Fly about 2 minutes toward your landing spot. If it appears above this point, find another, because you won't make it. (This is assuming no thermals or "downs" between you and your landing spot.) If it appears below, you've got it made, you might increase your speed and repeat the same procedure, if the spot still appears below, more speed. Experience is the best judge, and the knowledge of no "downs" between you and your landing spot can be determined only by your knowledge of weather; or if you are a gambler at heart. If that spot is above, find the best landing spot at hand and land. It is a hell-of-a note to finish a race and be 2000' over your landing spot.

Have trouble with your glider porpoising on a winch or auto tow? A simple remedy is to add 75' more or less of nylon rope about 1/2 to 3/4 inch in diameter between your safety link and the cable or wire. Any smaller diameter nylon rope will reach its elastic limit during the normal loads of a ground tow.

During the 1954 Midwest Soaring Meet in Toledo, Ohio, my instructor, Tom Page, noticed that I skidded in one of my approach turns. He suggested that I tape the front end of a piece of yarn just ahead of the canopy. It was to act as a "slip-skid" indicator. When the yarn was straight

you were in a co-ordinated turn, if it was to one side or the other you were in a skid. I dutifully placed it on the L-19, feeling like a student swimmer just receiving his water wings. With head hung low (because of being branded as a student pilot by a piece of simple yarn) I walked over and talked to Dave McNay. He just completed a goal flight to Wheeling, West Virginia (189 miles). To my surprise, he had a similar piece of yarn taped to his fuselage just ahead of his canopy too. His was fancier than mine because he had expedited it from a jet. His had a celluloid end to keep it from fraying. Since then I have never been without this simple instrument, because somehow it is a comforting feeling when you feel you are slipping in a turn and look down on that piece of yarn lying straight back on the fuselage.

Letters

Praise for Excursion

Gentlemen:

Enclosed please find my application for the proposed SSA 1960 European excursion. I think this is a wonderful idea. If this could be arranged for every World Soaring Championship it would be really great.

GUNARS BUMBURS

53 Cedar St., Babylon, L.I., N.Y.

Newsstands Produce

Gentlemen:

When I joined as an Associate member this year I did not have my glider rating nor had I flown sailplanes. However, I now have my glider rating and hope to be an active participant so want full membership.

Also enclosed is my C badge application for a recent flight made at the Schweizer Soaring School. I truly consider one of the luckiest days of my life the day I purchased my first issue of SOARING from the newsstand.

MAHLON R. FRIOT

507 1/2 University Av., Syracuse 10, N.Y.

Jensen to Represent Danes

I just want to give you my new home address (below):

At the same time I can inform you that I have been chosen to represent Denmark as pilot in the World Championship in Germany next year.

I am probably going to fly the LO-150 in the Open Class.

Dick Schreder and I are going to make a Danish-American Team for spring training - he can use me as a sparring partner.

Thank you for the prompt shipment of the forms I requested. The three Danish speed records I set at Odessa, Texas, have been ok'd. If you ever come around to our part of the country call me up and stop in.

HAROLD W. JENSEN

16 W. 204 Timber Trail Dr., Elmhurst, Ill.

Need for Technical Help

Dear Dr. Selvidge:

It was very heartening to read your splendid editorial in the October SOARING. I am pleased to know that our Society is firmly supporting research that will improve the breed of American sailplanes.

Two of us here are deeply interested in sailplane design and construction. We are both experienced in building, but lack engineering knowledge. We wish to build a metal sailplane of good performance, but have found that it is difficult to obtain information. Our files of SOARING have been of some use, but there is much lacking. Now we note that as a result of the SSA Technical Symposium held recently, there are two men who have volunteered to act in an advisory capacity to persons such as ourselves. This will be a tremendous help.

I hope that many of our justly famous designers and others with technical knowledge will heed your words and submit articles and illustrations to SOARING. In particular I would like to see photographs of the mechanical features of various planes — such as dive brake arrangements, control systems for V-tails, retracting wheel set-ups, spar joining systems, building methods that will simplify sailplane construction, and other features that many of us never have the opportunity to study at sufficient length.

DONALD F. SANTEE

927 Kingwood Dr., Salem, Ore.

Prices for Foreign Ships

Dear Lloyd:

The International excursion proposed by SSA sounds too good to miss and at the prices you're quoting, who can afford to stay home? Please do include me on your mailing list.

As you know, I've been kind of shopping around for a high-performance ship. I know that you really can't miss with a Schweizer but it's fun looking at all of the manufacturer's products while you're in the shopping mood. Maybe your SOARING readers would be interested in some of the results. Slingsby quoted the following prices for completed ships, uncovered completed ships, kits, freight and insurance to Los Angeles, and crating charges, respectively:

Swallow: \$2380, \$2110, \$1386, \$510, and \$168.

Skylark 2: \$2792, \$2560, \$1736, not given, and \$182.

Skylark 3: \$3472, \$3248, \$1848, \$620, and \$210.

On top of this must be added the import duty charges which I do not know.

Breguet mailed information on their new little Standard Class 905. This ship is causing quite a sensation abroad, according to Les Benis. It was supposed to be the answer to good performance at low cost. However, Breguet is asking \$3320 for the ship, ex works, and without instruments. They propose to air freight it, the cost is However, Breguet is asking \$3320 for the not yet known because Breguet has not received offers from the various airlines. They will not sell kits in California at the present time.

From all of this I'm forced to conclude that Charlie Webber's thesis is correct, "the easiest way to get a sailplane is to take several years' worth of a night job in a service station and save the paychecks."

JIM MECKOLL

5120-A Livingston Dr., Long Beach 3, Calif.