

TWENTY YEARS AGO

by E. J. REEVES

From the January and February, 1939, Issues of SOARING

SOARING was now a full two years of age. These issues were No's. 1 and 2 of Vol. 3, publication then being on a monthly basis rather than bi-monthly as now. It was a little more than a year later that this Journal, from economic necessity, adopted the bi-monthly publication period.

The continuing ambition of this Society has ever since been the ability to return to our original monthly publication.

Immediate Past President, Mr. Paul A. Schweizer, has in his editorial comment of the Nov.-Dec., 1958, issue, most succinctly re-emphasized our ambition in this direction. It will be our opportunity during this year 1959 to lay down another landmark, attaining once again the monthly publication of this magazine.

"Die Hohe Schule des Segelfluges" — "The Art of Soaring Flight" — by Wolf Hirth was first made available in this country. The English translation being done by Naomi Heron-Maxwell. This book is now a collector's item.

The "Reiher" sailplane — name means "Heron" — an original and somewhat revolutionary design by the German DFS, was described. Fuselage construction was normal monocoque with plywood cover. Wing section was Gottingen 549 changing to 676 at two thirds of the way out.

Split trailing edge flaps were incorporated as were several new construction innovations. More so than ever before, great attention was given to streamlining to the uttermost, especially so by that day's standards. This resulted in probably the 'cleanest' aircraft — powered or otherwise — to that date. Profile was very similar to Harland Ross' R-3, or "Zanonia," of this country. This was truly an advanced step in high-performance sailplane design — many features of which are incorporated into present day highly refined aircraft.

"Some Notes on Airplane Towing of Sailplanes" by Theodore Bellak, was an interesting article on the newest and most spectacular method

of launching. It could well be considered a proper text for present day operations. Some of the rather sticky regulatory requirements seem to have carried over to the present, e.g., power plane required to be especially licensed for towing, a commercial glider pilot's license required, a special permit to tow, a certificate of non-application, parachutes in both ships, no less than 400 feet of rope, etc.

An article — "The Selection of the Optimum Aspect Ratio and a Direct Method of Calculating the Performance for a Sailplane" by Walter Castles and Joseph M. Uritis, could well be read in conjunction with Bruce Carmichael's splendid technical article appearing in the last (Nov.-Dec., 1958) issue of this journal.

SSA General Manager and SOARING's Editor, Mr. Lewin Barringer, announced his resignation effective February 1, 1939. Barringer had performed a brilliant service to SSA in assisting with the launching of this publication two years previously. Now he felt compelled to turn his attention to the more mundane affairs of his business. SOARING lost a great Editor.

Regretfully reported was the gliding accident at Schley Field, Liberty Corners, N.J., on December 11, 1938, which resulted in fatal injuries to Mrs. Gustav Scheurer, wife of SSA Director Mr. Scheurer.

The "Gliding and Soaring Operations Manuel," a publication of SSA, was being distributed free to active members.

The SSA Annual Meeting and Second National Gliding and Soaring Conference was held February 11 and 12, 1939, Roosevelt Field Hotel, Mineola, L.I., N.Y.

Editorial comment said "There has been much talk lately about subsidies for private flying, including gliding and soaring. A recent conference with heads of the Civil Aeronautics Authority in Washington has disclosed the fact that most of this has been wishful thinking resulting from some premature and inaccurate press stories. The truth of the matter seems to be that no direct subsidy will be possible for some time. How-

ever, this does not mean that CAA does not intend to do anything to help private airplane and glider pilots. Just what form this help will take remains to be seen, but present indications are that they will be really worthwhile."

This writer's observations for a good many of these twenty years has been that CAA, at the Washington level, has yet to do anything for private flying in this country. In fact, there is a considerable school of thought that believes whatever progress made has been in spite of, rather than because of, CAA. Perhaps the next twenty will see it better.

A "Kranich" two-seater fitted especially for high altitude work was the translation of an article from FLUGSPORT. Erwin Ziller of the German Soaring School in Silesia flew this particular machine to a new world record 28,215 feet. At this great height of 5.3 miles, the pilot flew for over an hour in ice-crystal clouds at a temperature of 40°F. below zero.

Another "Kranich" (Crane) at the same time, December, 1938, established a two-seater endurance record of 50 hrs. 15 min. Pilots were August Boedecker and Karl Zander. This flight was made over a sand dune 4½ miles long on the north coast of Germany, said to be very like those Lake Michigan dunes at Frankfort, Mich. The altitude was between 300 and 1,000 feet, wind 30 to 60 mph.

Everything fine in fifty-nine.

EAA EXPERIMENTAL AIRCRAFT ASSOCIATION

A non-profit organization dedicated to the advancement of home-built aircraft and private aviation.

ANNUAL MEMBERSHIP DUES:

Member	\$10.00
Junior Member	\$ 5.00
(less than age 19)		

Subscription to
"Sport Aviation" . . . \$ 5.00

Member grades include subscription to monthly EAA magazine "Sport Aviation" and receive the Amateur Builder's Manual.

EXPERIMENTAL AIRCRAFT ASSOCIATION

9711 West Forest Park Drive
Hales Corners, Wisconsin