

serve to stimulate discussion and lead to the formulation of a code suitable for nationwide adoption.

Obviously a national code should be appropriate for contest conditions as well as for club flying. Some may feel that the Big Beaver code is too restrictive for contest flying and, therefore, unenforceable. Some may not like the yielding of the right of way to the newcomer who comes in above or climbs through the firstcomer. A few words on this surrender of right of way may be useful.

In a club such as the Vultures, a single thermal may be worked for 20 minutes or more and ships enter and leave the thermal from time to time. It is a virtual impossibility for a pilot to identify each ship and to keep track of the order of arrival. We are driven to seek another criterion for establishing where the onus lies for keeping clear. The simplest and safest criterion seems to be relative altitude.

Common sense suggests that no pilot should be permitted to adopt a station close under another ship where he is invisible and where he is exposed to the risk of accidental sudden stalling of the ship above him. Such considerations determined our decision to place the onus for keeping clear and for maintaining proper station on the pilot of the lower ship. As pointed out in our "Operating Practices" it is certainly more practicable and safer for the pilot of the lower ship to take any necessary evasive action.

The technique laid down for climbing up through another ship may sound difficult to those who haven't tried it, particularly when ships with widely different characteristics are involved. In actual practice an experienced pilot has no particular difficulty with it. In the first place it should be remembered that no one is going to climb through unless his ship has a superior performance, unless he is the more accomplished pilot or unless he has both advantages.

The pilot coming up has available to him two variables which he may manipulate in order to maintain his station diametrically opposite the other ship. He can vary his speed and he can vary the radius of his turn. If he can find no combination of speed and radius of turn which will permit him to climb through whilst maintaining his proper station, he has no alternative other than to abandon his attempt.

In conclusion, we would like to make the point that all codes for the prevention of collisions, whether at sea, on the roads or in the air, involve restriction of the freedom of action of the individual. In the case of the sailplane, it follows that some sacrifice in the form of lost time, lost altitude or lost distance will often be involved. The port tack yacht forced about by a starboard tack rival has no remedy other than to grin and bear it although it may cost her the race. The expert sailplane pilot, striving to make his way up through another ship should do his utmost to accommodate the aberrations of a less skilled pilot in the other ship.

HIGH FLIGHT

On April 18, 1959, Duke Mancuso of San Diego, Calif., made a wave flight over the city of Mojave, Calif., during which he had an altitude gain of some 30,200 feet. This is 100 feet more than Bill Ivans' world record but short of the 3% (or 900 feet) by which an altitude record must be exceeded to establish a new one. However, Duke's barogram will be calibrated in case his altimeter reading was in error. Maximum indicated altitude attained was 37,000 feet while drifting back over the huge lenticular cloud of the primary wave. Release was made at 6,800 feet in the secondary wave, downwind from the primary. Duke was flying his Schweizer 1-23 sailplane and had been towed from El Mirage Field by Gus Briegleb. His flight lasted seven hours. The wave was formed by the 7000 foot high Tehachapi Mountains and a strong northwest wind.

STAN SMITH TO FAIRCHILD

Stanley W. Smith, formerly Chief Project Engineer for the Bell Aircraft Corporation, where he supervised the development and construction of the nation's first supersonic aircraft, the Bell X-1 and X-2, has joined the Fairchild Engine and Airplane Corporation as Chief Engineer of the corporation's Aircraft and Missiles Division. In this capacity he will be responsible for all engineering department activity in the division. Smith's experience matches Fairchild's major areas of activity in the VTOL-STOL field and in the subsonic and supersonic aerodynamic drone and missile fields, since, besides his work on the X-1 and X-2, he also supervised and managed the development of several VTOL-STOL aircraft at Bell.



In 1957 and 1958, prior to joining Fairchild, he was Chief Engineer for the Potter Pacific Corporation.

A soaring enthusiast, Smith held the title of National Soaring Champion for the years 1933 and 1957 and flew as a member of the U.S. team for the World Soaring Championships in 1952, 1954, and 1958, competing in Spain, England and Poland. He has earned the international F.A.I. Gold C soaring award with two diamonds and is a member of the Helms Soaring Hall of Fame. Smith also has been a Director and Vice President of the Soaring Society of America. He is an Associate Fellow of the Institute of Aeronautical Sciences.

Smith is married and has four children.

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