

The Idea Corner

by FRED B. FRIEDEWALD

(Note: Please send ideas for this column to Fred at 1611 Oriole Lane, St. Louis 17, Mo.)

This idea will have to be accredited to Dave Lobmaster. He had been toying with the idea of an easy way to auto-pulley tow. We had been auto towing the 1-26 on a runway about 3200' long, which was a little on the short side, although we had plenty of good cable on hand. Dave came bouncing out to the airport one Sunday morning with the front fork of a motorcycle, wheel, rim and all, and claimed this is what he was going to use for his pulley. So he said! I wondered what he had been drinking the night before. We anchored the pulley at one end of the runway, stretched the cable from the sailplane at the other end of the runway through the pulley and connected it to the tow car. In this manner the tow car is always facing the sailplane. With only two people running a ground towing operation, this is a must for safety reasons. This is not a true auto-pulley tow because there is no mechanical advantage due to the pulley, only a change in direction of the tow car. Dave felt it was my duty to make the first tow because he was the test pilot on a previous hairbrained experiment of ours. The tow was very smooth and upon releasing, I found myself at 1550', much to my surprise. The wind was between 10 to 15 mph directly down the runway. The "knee" action of the motorcycle fork should be retained because this makes for a smoother tow by absorbing all the jerks that are inherent in an auto tow. This pulley arrangement also can be used if you want to make the run of the tow car different in other directions to that of the sailplane. For example, we are presently flying from a field that has a levee at one end. By placing the sailplane at the opposite end, a pulley at the levee, and running the tow car down the road on top of the levee at right angles to the sailplane flight path the same results can be obtained. A country road could also be used for the tow car run.

I noticed in an article in the last issue of SOARING that the instrument panel was intentionally vibrated in the HP-8 flight tests. It did not say how this was done. Here is how I did it on the 1-26. One might first wonder why anyone would want to vibrate an instrument panel. The

A POWER PILOT'S POINT OF VIEW

by JACK DEVINS, Chairman

SSA Private Power Pilots Subcommittee of the Membership Committee

In July, 1958, I attended (as an observer) a soaring meet at Elmira and was quite impressed with the comradeship and informality.

On the way back to Philadelphia, I looked up Clarence Stein at Reading (Pa.) Aviation Service and signed up for a quickie course. Within ten days I had my glider rating.

In September of the same year, John Van Sant, operator of Doylestown Airport (20 miles north of Philadelphia) and one of the most progressive men in the business, purchased a 2-22C. I had the pleasure of going to the Schweizer Aircraft factory to take delivery and trailered it back to Doylestown.

John Van Sant, in addition to his regular operation, has two Stearmans he uses for banner towing and spraying. This made it a natural to have a commercial glider operation at Doylestown. Quite a few power pilots have since been checked out and given glider ratings at Doylestown.

The "Delaware Valley Soaring & Power Pilots Association" is a non-profit organization serving the Philadelphia area. Its officers consist of a Flight engineer for TWA, an executive pilot for a Philadelphia corporation and three private pilot business men. This association was the nucleus of the old Philadelphia unit of AOPA in 1948.

As Chairman of this Association, I have put all my time and efforts

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reason is very simple, to keep from getting sore knuckles from tapping the instruments to make them register properly. The procedure is very simple: install a door buzzer on the back side of the instrument panel, pick up a fighter plane stick grip with the built in gun trigger, (surplus from Karl Ort, York Penn., about \$1.75) and wire the buzzer to the gun switch in the grip. Instead of tapping the instrument panel, just pull the trigger. A battery lasted me one whole summer and I found it very useful on a ground tow where you did not have time to tap the instrument panel because the left hand was always on the release and the right hand on the stick.

into promoting SSA and soaring in the Delaware Valley area. Since September of 1958 we have had six evening meetings. My friend Ralph Barnaby was our guest speaker at the first meeting and Otto Zauner spoke at two other meetings. Soaring films were shown at each of the meetings. Ninety-five percent of our mailing list consists of power pilots. In addition to these meetings we sponsored two soaring meets at Doylestown Airport.

Within a few months, six of us expect to purchase a 1-26 and base it at Doylestown Airport. Our group will consist of two air line pilots, three private pilots and myself.

Since being "bitten by the bug," and upon request of the President of SSA, I have tried to promote soaring by speaking before several service organizations, (Kiwanis, etc.), youth groups and C.A.P. I suppose it was very interesting to these groups to hear about and see films on soaring, but was I putting my time and effort to the best possible use?

I have since decided that our best potential to promote soaring and increase membership in SSA is thru power pilots. My own experience in less than a year in promoting soaring has proven the point.

Since power pilots are more realistic (than young students) about the cost of flying, and because some do their flying during the week, I think if all power pilots with glider ratings and soaring clubs were to make an effort to get other power pilots out to their soaring fields and meetings we could do SSA and soaring a good turn.

Why not share this wonderful sport with as many new people as we can interest? Let these people know about your activities and inform them of the nearest commercial operation. There, after they obtain their glider rating, they may want to join your club to soar and perhaps assist as tow pilots.

As a salesman (my office doesn't always think I am) I always first go into the area where the most potential sales are. Why not have all soaring pilots go after the power pilots and sell them on soaring?