

The Idea Corner

Compiled by FRED B. FRIEDEWALD

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

Thanks fellows for all the ideas. Keep it up, I'll never get too many.

Barograph Traces: Are you smoking it more and enjoying it less? Switch to synthetic camphor cakes, kept fresh by cellophane—from your friendly pharmacist—about 25 cents worth will last a season. Break off a one-quarter inch crumb of the cake for each drum smoking. It lights readily and gives off more carbon smoke at lower temperature than a candle or kerosene. Smoke the foil covered drum lightly and smoothly and the stylus will cut a fine, crisp line. Be careful not to overheat and warp the drum. If you don't want to save a particular trace, don't just smoke over the old trace; wipe off the carbon first and start from a clean foil surface. Carry a short rod with which to rotate the drum.

Foiled Again? Paper-backed foil is easier to handle than heavy duty pure aluminum freezer foil. Many kinds are now available as Christmas decor. Cut a big supply to size before the season starts. Use one narrow line of rubber cement to adhere the paper to the drum and another on the end of the foil. Be sure the foil is attached around the drum with the overlap in the same direction as the stylus travels; otherwise it won't climb the joint.

Need a Fix? Stop the dip and drip dry method in ultrathin shellac. Use the pressurized acrylic or other artists' fixative. So-o-o dainty to your hands. Be sure all the necessary data about the flight is written on the trace with a sharp stylus before you fix it—including the SSA observer's signature and C number.

How High over What? Always crank a ground reference line around the barograph drum just before you

wind the clock, turn it on, and slip it in the sailplane at take-off. Then you can measure the trace easily for high and low points.

(All the above is for poor-boy types of barographs, poor-but-honest types, that is. Peravia owners may ignore.)

Annual Calibration, Rich or Poor: Once a year in an instrument shop and under supervision of an SSA observer run a calibration trace in a pressure tank or bell jar. Please don't wait until you get to the contest and expect some busy martyr like Ben Shupack to do it for you. Either by means of an electrically agitated sensitive altimeter (set at standard sea level pressure, 29.92 inches) or with a clean mercury barometer connected, hold the trace for one minute at each even inch of mercury going up, to the limit of your barograph drum—that is, with reducing pressure. Then do the same on the way down, increasing to ground pressure. Record the laboratory temperature on the trace; have the SSA observer sign and date it and enter the make and serial number of the barograph and the name of the owner. Fix it and keep the calibration for the use of the local observer in checking flight claims before they are submitted to SSA.

Tow Wire Economy: (From Tom Page.) The Illini Club uses an .080 inch oil tempered semi-spring wire for auto towing its SGU 1-19 (at 550 lb. gross) which has a breaking strength of 1200 pounds. We get it through a character named Friedewald, who would probably know the exact specifications. Despite its presumably brittle qualities and the danger of nicking it on the concrete runways, we get a very long service life out of it, and its cost is about \$20 for over a mile of wire. The splicing problem has been solved with Nicopress butt splicing sleeves no. 5-083-C and Nico-press tool no. 31-DC. The sleeves are galvanized steel. We deform each end of the

wires twice within the area to be covered by the sleeve by squeezing the wire in the jaws of the tool. The deformation must not increase the wire diameter more than .003 inch or it won't slip in the sleeve. Cheap!

EUROPEAN ADVENTURES

(Concluded from page 11)

Of course, there were many young and willing students who would pounce on each glider the moment it stopped, turn it around, and attach a tow rope while the crews were being changed. Then, all being thus rapidly arranged, the tow plane would go the moment the wings of the glider were levelled which served as their starting signal to the tow plane.

I stand ready and willing to go back to Europe any summer.

NEW SSA STATE GOVERNORS

Dr. Harner Selvidge, SSA President, has recently made the following new appointments of SSA State Governors:

CALIFORNIA (Southern):

John W. Williams

1986 Galveston St., San Diego 10.

KANSAS: David D. Blanton

4460 Bellaire, Wichita 17, Kans.

NEW YORK (Northern):

Cid Carvalho

285 Mapleview Dr., Tonawanda, N.Y.

PENNSYLVANIA (Eastern):

Jack C. Devins

1841 Watson Rd., Abington, Pa.

States with unassigned Governors are Alabama, Florida (Northern), Kentucky, Montana, Nebraska, North Dakota, South Dakota, Virginia and Wyoming. Any SSA member in these states desirous of being appointed SSA State Governor should write to the President.

Except as noted above, all other SSA State Governors are as listed in the 1959 SSA Soaring Directory.

COVER "S" TO BE LARGE

The small "s" on SOARING's cover name will be capitalized beginning with the March issue. The question came to a vote at the recent SSA Directors' meeting in Kansas City, overriding a previous decision of the Publications Committee to use the "arty" small s.

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A view of the East German high-performance Lom 55/1 "Libelle" sailplane at the Dutch soaring center for demonstrations. The prototype of this all-wood design first flew in 1957. It has a span of 54 feet, aspect ratio of 18 and maximum L/D of 30 to 1.

Photo: A. van Ishoven