



Fig. 3. Side view of Bowlus Baby on auto tow. Higher angles than this on close-in side views would result in excessive perspective distortion and an awkward picture.

runway for the glider to be well airborne as it goes by. Here is where knowledge of the action is most useful. A Bowlus Baby on auto tow will be airborne in practically its own length while a TG-3A may roll for a hundred yards, so the photographer has to pick his spot with the characteristics of the subject in mind. Whether to shoot for a $\frac{3}{4}$ front view, a side, or a $\frac{3}{4}$ rear depends on prevailing circumstances of light and background. Whenever possible, try to have the subject above the horizon. In general, shoot for three-quarter views when the subject is fairly high relative to the camera and for side views when it is low.

Don't try to get all of the action in every time. On winch or high-wire auto tow, it's impossible. Even airplane tow take-off showing both the towplane and the glider is possible only from the front or the rear unless one backs way off. With the dual subjects 200 feet apart, they will be awfully small on the film in a direct side view. Short-rope auto tows can make very dramatic action pictures. Regardless of the type of take-off you are shooting, it is best to check with the personnel involved, especially the pilot, if you are going

to be right at the edge of the runway or actually on it. Some pilots have been badly scared when seeing a photographer running right in front of them during take-off or landing. With complete understanding on the part of both parties, good close-in action can be shot with complete safety.

Many inexperienced aircraft photographers, as distinguished from those who have been shooting general action for a long time, are heard to exclaim exultantly: "Got it just as the wheel touched!" This proves good timing on their part, but produces a very disappointing picture to the experienced glider man, who knows that with enough wind, the glider could just be standing there in its one-point attitude. ACTION in the picture is proved by having daylight under the wheel. However, there won't be much of it, for the ship will be very low if the photographer stands right along side the landing spot. In order to catch the landing ship while well "Up," he has to get several hundred feet or even yards downwind of the spot, and then do a lot of legwork as the subject approaches in order to establish the best camera angle for the particular situation. Here again, the conditions of light and background

Fig. 6. A better picture than was intended! Pilot was asked to drop wheels directly in front of photographer, but tow pilot took off at unexpected angle across wide field and pulled Weihe sailplane almost over photographer.



Fig. 4. In order to get the towplane and glider (TG-3A) well airborne, the photographer has to go almost to the far end of the runway and shoot from the front. Action involving both the towplane and the glider with a taut rope can only be shot from the front or the rear.



Fig. 5. Short-rope auto tow action shot from almost straight ahead. Rear view would show more of glider (Wolf), less of car.

must be considered and a little change of camera position can improve an imperfect situation.

Good technical studies of airborne gliders are somewhat harder to obtain than general action shots. In general, a three-quarter view from well below shows the most detail, and should be taken from fairly close. This latter requirement com-

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Fig. 7. Low angle on 1-19 has good "Action" and is also a good pilot portrait. Shot at $1/250$ sec., 50 feet from end of the runway. Had ship been higher, more configuration detail, shapes of surfaces, etc., would have shown for better technical study.

