

# Letters

## Proudly, Yet Humbly

Dear Mr. Licher:

Though the long-awaited birth of our daughter and first horn is a delight to us and not necessarily all of SSA, we thought other glider enthusiasts might enjoy our form of announcement. I'm sure they would appreciate it with more understanding than any contest judges who could award a year's free diaper service.

Proudly, yet humbly,

### INTRODUCING

Glider Pilot No. 1 — Laura Sue  
Release Time — 10:28 A.M., Feb. 27, 1961  
Distance Covered — 19¾ inches  
Payload — 6¼ pounds  
Landing Site—St. Lukes Hospital, Denver  
Official Observer—Geo. M. Horner, M.D.  
Tow Pilot — Greta and  
Crew Chief — Ed Smull

THE W. E. SMULLS

6696 S. Pennsylvania St., Littleton, Colo.

## Darwin's Observations

Dear Lloyd:

The following is from "THE VOYAGE OF THE HMS BEAGLE," by Charles Darwin published in London, 1890, page 196.

"When the condors are wheeling in a flock round and round any spot, their flight is beautiful. Except when rising from the ground, I do not recollect ever having seen one of these birds flap its wings. Near Lima, I watched several for nearly half an hour, without once taking off my eyes: they moved in large curves, sweeping in circles, descending and ascending without giving a single flap. As they glided over my head, I intently watched from an oblique position the outlines of the separate and great terminal feathers of each wing; and these separate feathers, if there had been the least vibratory movement, would have appeared as if blended together; but they were seen distinctly against the blue sky. *The head and neck were moved frequently, and apparently with force; and the extended wings seemed to form the fulcrum on which the movement of the neck, body, and tail acted.* If the bird wishes to descend, the wings were for a moment collapsed; and when again expanded with an altered inclination, the momentum gained by a rapid descent seemed to urge the bird upwards with the even and steady movement of a paper kite. In the case of any bird soaring, its motion must be sufficiently rapid, so that the action of the inclined surface of its body to the atmosphere may counterbalance its gravity. *The force to keep up the momentum of a body moving in a horizontal plane in the air (in which there is so little friction) cannot be great, and this force is all that is wanted. The movement of the neck and body of the condor, we must suppose, is sufficient for this.* However this may be, it is truly wonderful and beautiful to see so great a bird, hour after hour, without any apparent exertion, wheeling and gliding over mountain and river."

The observations of one of the worlds great naturalists, although in error, were of interest to me. They may be of interest to the readers of *Soaring*. The italics are mine.

JOHN RANDALL

## Any Volunteers?

Dear Lloyd:

May I express a need for information on two subjects which I would like to see written up in short articles in *Soaring*? One would be the installation of high and low pressure oxygen systems in sailplanes and the other is the use of Citizen's band radio equipment in sailplanes.

Many thanks to James Marske for giving us his fabrication techniques on the use of glass cloth and epoxy resin.

GEORGE APPLEBAY

1513 Mountain Ave., Santa Barbara, Calif.

Gentlemen:

Enclosed is \$3.00 for a Student Membership in SSA. I am presently enrolled at the University of Saskatchewan, College of Engineering. I hold a Canadian Gliding License and am a member of the Regina Soaring Club. I have been receiving *Soaring* for some time and think your magazine is tops. How about an article on thermalling technique?

G. R. SYMONDS

1211 Louise Ave., Saskatoon, Sask.

## Czech Gliding Film

Dear Lloyd,

You might be interested in the following note copied complete from *The Cinema* 1952, a Pelican Book, p. 207: "Czechoslovakia . . . 'Victorious Wings'—Directed by Cenek Duba, A sports film dealing with the activities of a gliding club."

PAUL PALMER

Box 87, Richland, Washington

## Soreing/soaring/Soaring

Dear Lloyd:

I think you could leave letters out of your column that are disagreeable to someone where it is uncalled for. In a recent issue, Bob Pfeiff is taken to task because he didn't act fatherly to the inexperienced in his tale of 20,000 ft. in a 1-26.

If someone wants to tell the boys and girls not to hurt themselves, that's o.k., but why blame it on Bob? His story is one of the most exciting of 1960.

Let's have more like Bob's, that was soaring. Let's replace soreing with soaring in *Soaring*!

STEVE DUPONT

Buck Hill Farm, Southbury, Conn.

## New Editor for A. G.

Dear Sir:

I wish to introduce myself as the new editor of *Australian Gliding*, Allen Ask having recently relinquished that position.

Because of the changeover, A.G. has been in abeyance for a few months but will resume publication with the August issue. I imagine that some of our difficulties could be akin to yours.

Please change our address to that shown below.

It being winter here the gliding front is very quiet with most flying being pupil training. However, the next soaring season should be very active as there are quite a number of new aircraft nearing completion, including Ka-6's.

I think the Ka-6 will prove very popular here as the really high performance gliders are generally beyond our reach financially.

PETER KILLMIER

Box 1650 M. G.P.O., Adelaide,  
So. Australia, Australia

# CALENDAR

Items listed in bold face type are to be sanctioned by SSA.

**Aug. 1-10. 28th Annual U.S. National Soaring Championships, Municipal Airport, Wichita, Kansas.**

Aug. 2-6. 9th Annual Experimental Aircraft Assn. National Fly-In. Greater Rockford Airport, Rockford, Ill. Soaring events.

**Aug. 6. Annual Meeting of SSA, Wichita, Kansas. Address to be posted at Airport.**

**Aug. 11. SSA Directors' Meeting, Wichita, Kansas.**

Aug. 19-20. Schweizer 1-26 Regatta, Tehachapi, Calif., Airport.

**Sept. 2-4. 7th Annual Schweizer 1-26 One-Design Soaring Regatta, Harris Hill, Elmira, N. Y.**

Sept. 2-4. Soaring Get-Together, Hiller Airport, Barre, Mass.

Sept. 2-4. Chicago Labor Day Soaring Meet, Municipal Airport, 3 mi. W. of Joliet, Ill.

Sept. 2-4. Southwestern & Texas State Soaring Championships, TSA Gliderport, 7 mi. S. of Grand Prairie, Texas.

Sept. 2-4. 4th Annual Rocky Mountain Soaring Contest, East Colfax Airport, 10 mi. E. of Denver, Col.

Sept. 2-4. Soaring Get-together on dry lake 17 mi. NW of Reno, Nev.

Sept. 10-12. National Aeronautic Assn. Annual Meeting, Westbury, L.I., N.Y.

**Sept. 16. SSA Technical Symposium on Soaring, IAS Building, 7660 Beverly Blvd., Los Angeles 36, Calif.**

Sept. 23-24. Fall Soaring Roundup, Skypark Airport, Chillicothe, O.

Nov. 25. C.V.S.M. (F.A.I. Committee for soaring) Meeting in Paris to select host for 1963 World Championships.

The SSA lapel emblem with screw-post or woman's pin back. \$1.00 each, tax included, from SSA, Box 66071, Los Angeles 66, Calif. All new full Members receive one free.

