

Letters

Marske's Flying Wing

Dear Lloyd:

The damage caused by a car running into my flying wing sailplane on its trailer in February at Torrey Pines grounded me for two months but it gave me an opportunity to experiment with foam plastic and fiberglass as structural materials for wings. It turned out to be twice as strong and 40% lighter than the original construction method. So perhaps it was a blessing in disguise.

The XM-1C is flying very well, its penetration surprises me. L/D is 25-1 at 55 mph. Not bad for a 38 ft. span.

JIM MARSKE

2625 W. Harvard, Santa Ana, Calif.

Cross-Country Experience

Dear Sir:

Enclosed is my application for Silver C distance, which should complete my badge requirements. The flight was made on Sept. 16th, a cloudless day, with light and variable winds.

As the barogram shows, I had a difficult time getting up, but once I did, I didn't have too much trouble staying there.

Release was made at 1215 CDT, two miles west of Lobmaster Sky ranch, Chesterfield, Mo. Low point after release was 1300' and high point reached was 5400', a gain of 4100. Landing was at the southwest corner of Ashley, Ill., at 1742 CDT, a straight line distance of 84 miles. Free Flight duration was 5:27 hours. This was my 19th flight.

To me, the most interesting aspect of this flight was that I received an education that I could never have gotten without leaving the local area.

I caught thermals from housing projects, large manufacturing plants, small towns, shopping centers, railroad yards, quarries, and strip mines, as well as the more common sources such as plowed fields, etc. It is most interesting to note the difference in thermal strength to be expected from the aforementioned sources.

Another part of the education is (I'm sure this is no news to the more experienced pilots) that, in order to get anywhere, you must disregard *best* L/D at times and push the ship on to the next *strong* thermal source, ignoring the weak

thermals in between, except when it is necessary to use them to stay up. I am convinced that, to make a noteworthy flight, a pilot should forget triangles and dog-legs, and go straight out using the above technique *and* a tailwind to help, particularly if he is *not* using a high-performance sailplane.

JOSEPH L. BURKE

2842 Adie Rd., St. Ann, Mo.

Appreciation of Instructors

Dear Lloyd:

I felt I had to drop you this note since, on September 10th of this year, I have finally realized a desire which, when I look back, has been with me for 21 years. In 1940 I used to tow Joe Steinhäuser in his Rhonsperber and TG-2 with a 1931 Pontiac. I'm afraid at that time I was badly bitten by the soaring bug, but as with so many people, finances were a problem.

About a year ago I was fortunate enough to join the Windy City Hawks, who fly out of Chicagoland Airport. Under the very patient and careful instruction of Kenny Flaglor, I was able to finally get off the ground by myself.

I would like to express my sincere thanks to Kenny for his patience and help and to his brother, Charlie, who flew the tow ship on practically every flight we made.

Soaring is a wonderful sport in which you meet the very finest of people and it can only progress and expand when such very fine fellows as Ken and Charlie are involved in it.

My sincere thanks to all soaring flight instructors who for no pay, but just the satisfaction they get from it, help fellows like myself to get off the ground.

TOM HUGHES

119 Redbush Lane, Prospect Heights, Ill.

T. E. Compensators; Barograms

Dear Lloyd:

With respect to the "How-To-Do-It" write-up on the total energy variometer compensating device of mine which you reprinted in the August issue, I wanted to mention that the article was not up to date, since it was written about three years ago. The Polish PZL compensator uses a plastic diaphragm and is not always satisfactory. Often it is necessary to recalibrate them by adjusting the spring tension and we have had instances where it was impossible to obtain satisfactory compensation. My advice is to buy the PZL vario-

meter with the compensating device as a unit and not the compensator for 0.5 litre variometers.

On the subject of drum-type barographs, the most certain way to obtain a good barogram is by using smoked aluminum foil. I have experimented to find something more convenient than smoke and the closest I came was black shoeshine spray. Still, the sprayed-on wax hardens and dries under refrigeration and becomes too hard to permit the stylus to leave a trace.

Perhaps some *Soaring* reader knows of a product that stays soft when sprayed on and can be fixed with a spray-on lacquer afterwards.

WOLF MIX

56 Eccleston Dr., Apt. 405, Toronto 16, Ontario, Canada

Will Lend Old Book

Dear Sirs:

This is to acknowledge receipt of the membership kit, etc., sent to me as a new member of SSA.

I wish I had a few thousand dollars to throw into the sport and get a single-place, high-performance ship with all the trimmings. Unfortunately, I'm another of those shoestring soaring enthusiasts with a family and no money at all to spare. However, I am learning to fly the Pratt-Read belonging to the So. Jersey Soaring Society based at Millville, N.J. My association so far with Art Heavener, Otto Zauner and "Chris" Christiansen has given me a very high opinion of the active members of the sport of soaring along with the great fascination I have always had for the sport itself.

I have been soaking up all the reading available on soaring and am always looking for more books. For this reason I appreciated your sending me a list of current books.

Among my literary junk I have a somewhat thick manual called "How to Build and Fly Gliders" put out by *Popular Science* in the Thirties. It contains a great amount of data and pictures of the early German sailplanes and their construction. I think it is valuable and am willing to lend it to any readers of *Soaring* who might be interested.

DON HARRIS

434 King George Rd., Haddonfield, N.J.

CONN. DISTANCE RECORD

On July 10, 1961, Mr. C. A. "Connie" Moeller set a new Connecticut State Distance Soaring Record in the single-place open class of 65 miles. He flew a Schweizer 1-23G from an 800 foot launch at Bethany, Conn., to Palmer, Mass. The previous record of 50 miles was held by Stephen duPont.

Although the 65 miles does not sound impressive, it is about the size of the state and Connie wonders if anyone has soared across Texas. Seriously, he thinks much longer flights can be made from there, perhaps over 200 miles in their good northwest conditions, despite the crosswind which will prevail. No doubt such flights will be made and receive suitable publicity.

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