

run out to the trailer connection. The trunk lid is closed down on the lead which is thus firmly clamped by the trunk lid rubber seal.

For the proposed standard, it is recommended that the car should carry a mobile connector with a lead long enough to extend 12" behind the ball. The trailer should carry its connector within 9" of the ball socket.

There is no such thing as a U.S. standard four pin connector so it becomes necessary to select a standard from available commercial products. In making this selection, the following factors have been considered.

1. Sound but simple construction.
2. Ready availability.
3. Moderate price.

The recommended connector is obtainable from Western Auto Stores which has branches throughout the country. The catalog number is L-2809 (manufacturer's number, Cole-Hersee #1134). The price is presently \$1.00 in the mid-west. (For the complete connector.)

The plug is so designed that it can be inserted in only one position. This is achieved by making one of the pins smaller than the other three. It is naturally important that the wires are connected in a uniform manner, and the following arrangement is recommended as the standard. Hold the plug, pins facing forward, with the small pin at the bottom and use this for the ground line. The right hand pin should serve the right turn signal and the left hand pin the left turn signal. The pin at the top should serve the tail lights and any other marker lights used.

It is not intended to name a particular make of flasher for use in the car. However, 2 & 3 prong flashers are now available which will operate at a uniform frequency regardless of the load. A flasher of this type should be used.

Since flasher units which provide a constant flash frequency regardless of load do not give a good pilot light indication on the car instrument panel, it is suggested that the turn signal lamps at the rear of the trailer be checked frequently to be sure no bulbs have burned out.

The recommended standard is intended for 12 volt systems. If trailers normally hauled by cars with 6 volt systems are equipped with the recommended connector, this should be prominently labelled 6V.

## SSA INSURANCE PLAN NEWS

Another barrier has been broken! That of landing a domestic carrier to write sailplane liability and hull insurance for SSA Members. Enough information has been available to the insurance company underwriters to sufficiently interest them in providing the coverages needed. The information has been furnished by the Cosgrove Insurance Agency from the voluminous records acquired over many years of specializing in sailplane insurance and its related problems.

The following is a brief resumé of significant changes under the new SSA Insurance Plan.

(1) No master SSA policy with a common expiration date - each insured is to choose the effective dates desired. Individual policies will be sent to each insured or SSA Chapter.

(2) Classifications and named pilot requirements will be somewhat modified.

Here is a summary of the major items.

1. Ball hitch: 17/8 dia.
2. Safety chains terminate with 5/16 shackle.
3. All trailers have brake lights and turn signal lights.
4. Four pin mobile socket on car (Western Auto Stores L 2809). Socket on car—plug on trailer.

### Connecting up

Non technical pilots may appreciate a few simple tips for hooking up the lights.

The first thing to do is to find the three wires which lead to the rear of the car for operating the tail and brake lights and the turn signals.

Bare about 1" of each wire. With the brake off and the turn signal control centered, switch on the car tail lights.

Identify the tail light lead with a lamp bulb by grounding the bared wires through the lamp. Connect this lead to the pin hole opposite to the one for the small pin.

Set the left turn signal going and identify by grounding the other bared wires through the test bulb. Connect this to the pin hole which is on the left when the small pin hole is at the bottom.

The third wire is then connected to the pin hole at the right, and the small pin hole connected to a good ground on the car structure.

(3) Combined single-limit liability (bodily injury and property damage) will still be available. However, if it is to include passenger coverage, then it must be limited to \$25,000 or \$50,000 for one seat. From all indications of past claims, the \$100,000 single-limit coverage seems to be adequate for most purposes.

(4) Separate limits will be available if desired. Example: \$100,000 and \$300,000 bodily injury and \$100,000 property damage.

(5) Hull insurance will carry a components' parts clause if there are less than five sailplanes of the same kind in active operation in the U.S. This specifies a maximum amount that will be paid for damage to each part of the sailplane, based on a percentage of the total value.

More detailed information will be included in the renewal letter to be sent to the insured SSA Members prior to the common expiration date, February 20th. There will be no automatic renewals and the procedure for requesting continuance of coverage will be outlined in the renewal letters.

A rate sheet is now being prepared to answer requests of the Members who are not insured as yet and have requested additional information or applications.

In future issues of *Soaring* there will be occasional informative short articles explaining the various new policy provisions of our very fine U.S. Company and some of the advantages of doing business with a progressive organization. If the integrity and the cooperation of SSA Members and Officers continues as it has in the past, this should be a pleasant and profitable relationship for all concerned.

**Meteorology Research, Inc.**  
RESEARCH IN ATMOSPHERIC PHYSICS  
RESEARCH EQUIPMENT & INSTRUMENTATION  
**Paul MacCready, Ph.D., Pres.**  
**Harner Selvidge, S.D., V-Pres.**  
2420 N. Lake Av., Altadena, Calif.  
MUrray 1-5742

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.

