

Letters

Shock Absorber Patented

Dear Sir:

Referring to the article in your January, 1961, issue by Olexa Bilanjuk on Shock absorbent wing suspension for sailplanes, I think it may be of interest to point out that this idea was tried a few years ago on powered aircraft by Mr. Earl G. Metzler, R. D. 3, Box 495, Latrobe, Pennsylvania. I believe, in fact, that Mr. Metzler has a patent on his device.

T. P. WHEELER

8326 Rose Lane, Wichita, Kansas.

Gift From Down Under

Dear Mr. Bickle:

I wish to extend my congratulations to you on your election as President of the Soaring Society of America. I wish you all the best in your responsible position.



Would you please accept the enclosed small gift in the form of a metal car badge (pictured) with the insignia of the Gliding Federation of Australia, our national organization like the SSA. I am an active pilot with the Southern Cross Gliding Club and an SSA Associate in Australia.

C. BRUNO LEHMAN

138 Jersey Rd., Woollahra, Sydney, N.S.W., Australia

First Sailplane Ride

Dear Sir:

In August, 1960, I became interested in the sport of soaring and, since that time, have been trying to get some activity and interest generated in Western Iowa and Eastern Nebraska which is now pretty much virgin territory. Yesterday I took my first sailplane ride. The duration of the trip was one hour, fifteen minutes and I must confess that the realization was much more than the anticipation. As I told Fay Edwards from the Wichita Club, soaring is the greatest thing since the wheel! I am an ex-Air Force pilot and have flown everything from J-3's to 36's — nothing has equaled the exhilaration of soaring!

Our interest is heightened even more and we are now attempting to locate a TG-3A to initiate soaring activities in this area. To those who read this and may be attempting to get soaring started in their areas, may I say, "Keep going . . . it's well worth it!"

Looking forward to the starting of a

new SSA Chapter in Council Bluffs, I'll remain enthusiastically a supporter.

FRED P. TURNER

The City National Bank,
Council Bluffs, Iowa

Cone's Vortex Theory

Dear Sirs:

I wish to compliment you on your fine endeavor to present the technological aspects of non-powered flight to your members and to the interested public who purchase your periodical. I am referring to the article "The Theory of Soaring Flight in Vortex Shells, Part I," by Clarence D. Cone, Jr.

Being an avid student of amateur meteorology and a model sailplane enthusiast, you can imagine how thrilled I was to see the forementioned article. You may believe me when I say, if you will pardon the old cliché, that I am waiting with "bated breath" for the next edition of *Soaring* to appear.

In closing, I would like to commend you on the excellent style of your magazine. Even though I am not a member of an SSA Chapter, I can readily sense the closeness and fellowship that I am sure you must enjoy. Also, I intend to attend the Midwest Soaring Meet at Adrian, Mich., in July. I sincerely desire to see some of your members in action and to experience at least a small part of the exhilaration that comes from such an event. Finally, I wish to commend your fine publication once again for its superior efforts in the enlightenment of your fellow man. These thoughts contained herein may not mean very much coming from me, but they are my sincere feelings, and I wish to express my gratitude for the wonderful job you have done.

BROOKS H. ATHERTON

2704 Grinstead Dr., Louisville 6, Ky.

Dear Sir:

A meteorologist friend of mine pointed out to me C. D. Cone's article, "Theory of Soaring Flight in Vortex Shells — Part I," in the April 1961 issue of *Soaring*. My own particular interest in the article stems from a local program of research on optical turbulence in the lower atmosphere.

I should like to propose what I believe might be a simple test of Cone's theory. If an aircraft were to fly more-or-less horizontally in a straight line through a thermal and at the same time leave behind it a smoke trail, it should be possible to determine whether the thermal is a column rising from the ground or a buoyant vortex ring. If the smoke trail merely exhibits a hump in the region of the thermal, we might conclude that the thermal is a ground-based column. However, if the thermal is a vortex ring, the smoke trail should, after a short time, become discontinuous at the boundaries of the thermal and show a circulatory motion such as would be associated with a vortex system. Time-lapse photography of the smoke trail as seen in the horizontal aspect would greatly aid in evaluating the air current structure of the thermal.

Another interesting aspect of this is that, should the thermal be a vortex ring, it will retain the smoke in its circulation system, thus providing a visible marker of the thermal for a considerable length of time.

RANDOLPH A. BECKER

1821 Alaska Ave., Alamogordo, N.M.

CALENDAR

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

July 15-23. Annual Philadelphia Glider Council Open House, PGC Gliderport, 20 mi. N. of Philadelphia, E. of Silverdale on 152. Contact Ben Cohen, 125 S. 60th St., Phila. 39.

July 18-27. Canadian Open Soaring Championships, Brant - Norfolk Airport, Brantford, Ont. Contact S.O.S.A., Box 172, Brantford.

July 24-30. Annual National Model Airplane Championships, Willow Grove Naval Air Station near Philadelphia, Pa.

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.

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 Airpark, 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.