

the Soaring Society of Dayton for the tow hitch plans. They helped a lot. We have two pilots, one of which will be available at any time. Rates are \$1 plus \$1 per thousand feet. We hope that any interested pilots will avail themselves of the service. Our hospitality will be good, too.

After preliminary growing pains, we have about ten active members. Considering that we have yet to put a glider in the air, we feel we're doing all right. We're rebuilding a Franklin PS-2 under Bob Sparling's supervision and expect to fly it next spring. The next project is Bob's L-K, which needs only wing cover. We're off to a good start in the top western location.

WAYNE PRICE

Soarheads Panama City, Florida A Chapter of SSA

Four checkouts in the club TG-3A in July: Bill Syed, Herb Lunsford, Dave Tohey and John Elliot. Herb soloed and then set out breaking club records on each flight. On his last flight before heading north, Herb set our free flight endurance and altitude gain marks at 59 minutes and 2250 feet respectively. Modest compared to most, but the best our club has been able to attain thus far. Herb also holds the club record for the lowest traffic pattern . . .

Both Herb Lunsford and Tom Nelson headed back to school at the end of July: Herb to the Air Force Institute of Technology at Wright-Patterson AFB, Ohio, and Tom to the University of Pittsburgh. We miss them both, though Herb promises to return each time we break one of his club records and set us a new one. We're working on that now by eyeing some suitable landing fields away from the coastline where the thermals grow a little taller.

We gained a new Soarhead this month, Maj. Frank B. Wood, one of the most colorful and respected citizens of Florida. Major Wood has several hundred hours in free balloons as an artillery spotter in the Spanish-American War. He soloed a power plane when he was 81 and is now 84 years of age. He knew the Wright brothers personally in Indianapolis and has raced in the "500" with Barney Oldfield. He recently flew our sailplane and allows that soaring beats anything he has ever done and he wants to be part of the sport. If he does as well as he does in that Mercedes-Benz sports car of his, he should have no trouble at all. We're proud to have him with us.

AL UHALT

Texas Soaring Assn. Grand Prairie, Texas

The TSA membership has approved a move of operations to Wally Wiberg's Flying W Ranch seven miles south of Grand Prairie. The organization is acquiring the property and already has it approved by FAA as a gliderport. The hangar area is being paved and the hangars will soon be re-erected there. With a permanent home at least, TSA expects to develop the site in many ways not otherwise possible.

BOOK REVIEW

by DR. PAUL B. MACCREADY, JR.

Meteorology For Glider Pilots,

by C. E. Wallington. Published by John Murray, Ltd., London, 1961.

In England, where gliding is a better known sport than in the U. S., there has always been very close cooperation between glider enthusiasts and research meteorologists — and this cooperation has been beneficial for all concerned. "Meteorology For Glider Pilots" is an outstanding example of the interest which meteorologists there have in gliding. It is a complete book which tells the glider pilot what he wants to know (within the present state of the soaring-meteorology art) and tells him many other things which he should know but may not have had the stimulus to think about.

To keep the book down to a manageable size (284 pages) and to make it as accurate as possible, Mr. Wallington has limited the subject matter to the sort of conditions encountered in soaring in the British Isles. Fortunately, the fundamentals of storm systems, thermals, and waves tend to be the same the world around, so the book is pertinent for all pilots. An important feature of the book is that the author continually emphasizes the reasons behind the weather phenomenon under consideration — this inevitably increases the interest of the pilot and makes him a better observer and interpreter of the weather.

Mr. Wallington, in the British Meteorological Service, has had to answer many questions from glider amateurs and, in his role as meteorologist for the British international soaring teams, from glider experts. This book has evolved to answer

these questions. The author's experience as a research meteorologist as well as a forecaster has given him a unique background for this book.

The first nine chapters cover meteorological fundamentals in clear, concise style. The rest of the book elaborates on those factors particularly relevant to soaring flight. It makes use of the latest theories on such subjects as waves, the sea breeze, and cumulus convection, some theories as yet unproved. Where appropriate, the author even includes such diverse subjects as altimeter setting in airways, long range forecasting, and glider and winch safety in lightning. Wherever practical, he uses case histories of real meteorological situations.

The book is well illustrated with photographs and diagrams. It is compiled as a complete text book, and as such includes a bibliography, a subject index, and conversion factors. The few formulas presented are simple. Mr. Wallington states the level of the book was determined to 1) be suitable for self-tuition, 2) emphasize fundamentals so the pilot can comprehend the weather he encounters, and 3) serve as textbook for gliding meteorology courses.

It is a textbook, and so requires more effort to read than do the existing books on soaring meteorology — but the careful reader will find it interesting and rewarding.

50 MODERN SAILPLANES

The German magazine *Der Flieger* has recently published a small sized, 4" x 6", book titled "50 Modern Sailplanes," which sells for \$1.00 per copy. Opposite each full page photo is a page of descriptive information (in German) and metric specifications. Address: Landshuter Allee 49, Munchen 19, Germany.

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