

# Letters

## Trailer Chain Anchor

Dear Sir:

Further to Harold Drew's article on trailer hitches in the February issue of *Soaring*, I would like to suggest an alternate method of anchoring safety chains.

This method does away with all shackles, bolts, pins, snaps or what have you, which may or may not require tools to install or loosen them, plus doing away with the hazard of having them improperly hooked up or coming undone while the trailer is being towed.

The procedure is to first grind, cut or forge a point on a piece of good 3/8" dia. steel. Next hot bend the rod into a spiral of about 2 1/2" dia. of at least one and a half turns. (See photo.) I choose to call this a "pigtail."



Photo by George Ryning  
Ryning's pigtail in use.

Arc weld this "pigtail" to the trailer hitch and you have an anchor for the safety chain which is simplicity itself. (This, of course, means using a safety chain, the links of which will go over the 3/8" dia. rod.) Loop one link of your safety chain onto the "pigtail", bring the other end of the chain around some secure part of the car (not the ball, also



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see Drew's article) then back to the "pigtail."

It is inconceivable how this could ever come undone while you're traveling, yet it is so quick and easy to use!

I hope that this idea will be useful to the soaring fraternity; we in the Cu Nim Gliding Club have found it to be very handy.

GEORGE RYNING

2116-6th St., N.E., Calgary, Alta.

## Directory Error

Dear Lloyd:

The address listed in the 1961 SSA Soaring Directory for Sail Flights, Inc., on pg. 77 in parentheses, is incorrect in that it should read Rutherford, N. J., not Rutherford, N. Y. Please note this in *Soaring* as it has caused quite a bit of confusion with our mail.

DICK PADGETT, Sec.

147-A Washington Ave., Rutherford, N.J.

## Total Energy Units

Dear Editor:

Your How-To-Do-It on an internal Total Energy unit for variometers in the August issue might imply to readers that such units are not now commercially available. Poland's PZL turns one out for their Horn type variometer which should work on any instrument having approximately a one-pint or one-half liter capacity. They are available in the U.S. for \$15 from Graham Thomson as per classified ad in June *Soaring*.

Also, the specific reference on calibrating variometers mentioned in the article is of interest: *Sailplane and Gliding* for Oct., 1957, and you reprinted it in the July, 1959, issue of *Soaring*.

JOSHUA I. SPOILER

Rt. 1, Box 71, Mar Vista, Calif.

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## Thanks for Help

Dear Lloyd:

On behalf of the family, I would like to take this opportunity to express our sincere thanks for all the assistance given by the various members of the Soaring Society following the auto accident we had enroute to the Nationals, which claimed Dad's life.

It is at trying times like this, when your fellow members come quickly to your aid, that you realize what a fine group the Soaring Society is made of.

The first two visitors at the hospital were members of the Saint Louis Soaring Assn. and they quickly took charge of seeing to it that my sailplane and our personal belongings in the station wagon were put in safe keeping. They obtained the needed legal advice and notified my insurance company. By the time my wife and Rod's Dad arrived, much of the work they would have had to do was already done, and they would like to express their appreciation.

Fellow members at the Contest made numerous trips and phone calls to my employer to see that the proper people were notified and that the required insurance forms were sent to me at the hospital.

Due to efforts of members at the Contest, one of my fellow members was located who brought the sailplane from Saint Louis nearly all the way home. This enabled me to get the sailplane safely stored at Harris Hill until matters are straightened out, without the long trip to Saint Louis which I would have had to make otherwise. The sailplane was extensively damaged, but can be repaired. This is amazing, when you consider the impact load it went through on the trailer.

When I got back to N.Y., I had so much help offered from the members of the Long Island Soaring Assn. and other friends that I could never have used it all, but I thank them anyway.

I am feeling much better and hope to spend the Labor Day Weekend at the I-26 Regatta at Harris Hill, perhaps I'll even help the L.I.S.A. as a pilot in the Team or Club Competition.

Thanks again to all. BOB SMITH  
1046 Manor Lane, Bay Shore, L.I., N.Y.

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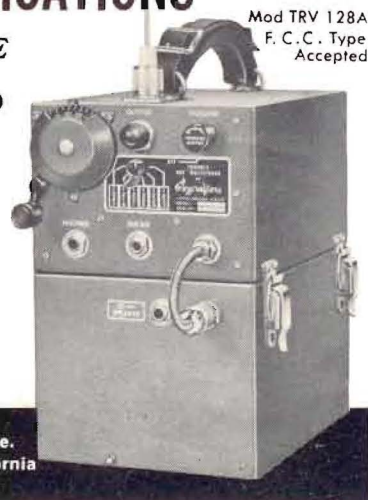
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