

Letters

Reason for No Bishop Bid

Dear Lloyd:

I find upon scanning the January issue of *Soaring* that there is a notice regarding the 1962 Nationals site.

Included in the notice was the statement that "Bishop withdrew when it learned that Argentina got the Internationals." This statement is untrue and I cannot understand why it should have been included in the notice.

Our decision to withdraw our application for the 1962 bid was primarily to promote good will among directors and organizations concerned. In fact, our withdrawal was brought about and started before the site of the Internationals was decided in Paris.

I would appreciate it if you would correct the error in the next issue of *Soaring*.

GEORGE DEIBERT

693 W. Elm St., Bishop, Calif.

(The editor apologizes for attempting to explain the withdrawal of the Bishop bid without all the facts at hand. It should have been stated only that Bishop withdrew.)

Subscriptions for Schools

Dear Lloyd:

A couple of guys in the SCSA *Thermal* (Wilson Barnes, Jr., and Paul Sepulveda) wrote that a good soaring promotion scheme would be for every member to send in one *Soaring* magazine subscription to his school library. They said it was just the price of an average 3000 foot tow and I think it's a great idea. It should be spread around.

Thru the courtesy of Uncle Sam I saw four colleges in four years. (Thank goodness one, the University of Illinois, already has a subscription!) However, I think high schools should be covered, too. Enclosed is a check for \$16.00. Please send annual subscriptions to the libraries of schools listed on the enclosed list.

DALE S. MAY

608 S. Can Dota, Mt. Prospect, Ill.

Opposed to Physicals

Dear Lloyd:

This is written for the purpose of your passing on to the Board of Directors the following:

I think SSA should oppose any physical examinations for glider pilots or, as a second position, if that cannot eventually be maintained, that there be no requirement of physical examinations except for commercial pilots, flying or instructing for hire, or, as a third position, if the foregoing cannot be maintained, for the carrying of passengers by a pilot.

My principal reasons are that, first, it is not needed, and second, the expense, trouble, and nuisance, which already are a deterrent in power flying because of hunting up and travelling to designated

examiners, paying the fee, etc. As I see it, based on observations at Schweizer's, Gus Briegleb's, West Texas, and Doyle's here in Massachusetts at Tewksbury, and going back to M.I.T. in 1935, the people entering gliding fall mainly into two categories, first, the uninitiated young and healthy bright-eyed people, and second, powerplane pilots, young and old, who already have physicals. The incidence of fatal attacks in glider flight is certainly diminutive so far as the history of it is concerned, and any required physical to solo, with the younger group, is just one more deterrent to such people getting into gliding. I have a Canadian private as well as a U.S. gliding certificate, and Canada does not require physicals, and I hope they will not, as I hope that the U.S. will not.

Still adding to the above, gliding flying is VFR flying, remote from terminals with towers for the most part (and now by regulation excluded therefrom by five miles in the absence of two-way radio), Schweizer having been an exception though at a relatively inactive terminal, so, in view of all of the foregoing, and there must be still more reasons in my favor, I wholly oppose physicals for soaring pilots.

HARRY L. KIRKPATRICK

84 State St., Boston 9, Mass.

PZL Instruments

Dear Lloyd:

I was interested to read Wolf Mix's recent comments on diaphragm-type total-energy compensators, but his recommendation to use the "PZL variometer with the compensator as a unit" is rather misleading. No such instrument is available.

PZL manufactures an excellent 5-meter (1000 FPM) variometer known as the WRS-5. This instrument uses a conventional static source, but it is also available with either a diaphragm-type total-energy compensator or a total-energy venturi. It is then identified as a WECR-5 or a WECD-5, but the same basic WRS-5 indicator is used in each case.

Although a certain amount of tinkering is sometimes needed to get the best results with a compensator, I personally feel the absence of a venturi and mast makes this well worth the effort. However, since PZL offers both compensators and venturis I have no axe to grind!

Incidentally, the PZL compensators and venturis that are available separately for use with existing variometers are identical to the WECR-5 and WECD-5 components.

GRAHAM THOMSON

U.S. Distributor, PZL Soaring Instruments
11409 Waterford St., Los Angeles 49, Calif.

Birds Soar in Wave

Dear Lloyd:

Until recently we believed Phil Wills on his statement (reference *Where No Birds Fly*) that "For some unexplained reason birds do not fly in waves." Today we got proof to the contrary. The best part is that Paul Bikle also seems to agree with him!!

The story goes like this. On January 7th, here in the San Francisco Bay area we had our customary northeast wind that develops a fair size wave almost over our field, Sky Sailing Airport where Les Arnold has his school. Since I help Les on weekends, I had the chance to spend over six hours giving instruction on wave soaring in seven flights that took us from 2500 feet at release to 10,000 feet at top. Well, aside from the fun of seeing the

towplane (Jim Freese at the controls) out-climb (with prop stopped) my student in the TG-3A, we encountered the wave-soaring birds. The birds in question were . . . sea gulls. They flew parallel with us, *facing always into the wind* and almost at our rate of climb (800 fpm). Our head wind was about 40 mph and it seemed that their "penetration" was not the best, because they were sacrificing their better minimum sinking speed in order to keep station in the wave. They were not flapping their wings or circling . . . they were wave soaring.

Other fellows flying the wave that day also reported seeing the birds. I saw them from about 4000 to 8000 feet above the terrain on almost every flight.

Around our field, since it is almost touching the bay, we have a great many sea gulls. These birds replace the dust devils to mark the thermals, and they are much cleaner.

So long and good soaring.

PAT PAGE

393 Cronin Dr., Santa Clara, Calif.

News from Hawaii

Dear Lloyd:

An informal meeting was held recently at the home of Tom Winkler that was the first planning meeting for the formation of the Soaring Association of Hawaii. Present besides the host were: CAP Glider Section director Ralph E. Fuller, Glider Instructors Guy Davis and Jim Waters, and Tom Bevridge. The Association's prime function will be to assist the development of the glider port and promote soaring by representing the interests of all glider pilots, sailplane owner groups and clubs under formation, also that of the CAP Glider Program, of the Boy Scouts of America Explorer Glider program under development, of the Glider Flight & Research Company and of the Hawaii Soaring Club. Further meetings and bylaw drafting sessions are planned.

The first four CAP cadets who successfully passed their FAA glider flight tests and became the first glider pilots under the new CAP national glider program that is being pioneered in Hawaii are Ed Stickler (son of Bud Stickler, early thirties Elmira competitor), Ted Ralston, Verne Presnall (all three high school juniors) and Dave French, a high school senior. Plans have been revealed to add at least two more sailplanes to the present two—sailplane CAP program and no doubt many more cadets will follow the footsteps of the first four.

Tom Winkler, Jim Waters, Lou Pergolizzi (a visiting glider enthusiast from Beverly Hills, Calif.) and Al Brady undertook in mid-November a scouting trip in a Tri-Pacer to the SE and South slopes of the Mauna Kea and Mauna Loa volcanoes (both about 13,700 feet high) where Glider Flight & Research Company plans to organize a 100, 200 & 300 km. speed world record attempt expedition in the foreseeable future. The heat absorbing and radiating lava and cinder slopes, fanned by the booming trade winds appear to be the place to recapture the 100 km. world record from Soviet Russia and raise the others to higher standards. Deep trades averaging 15-20 knots were blowing during most of the second half of November. Soaring was excellent in the steady 75-80° F. weather.

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