

**Queen's Gliding Club**  
**172 College Street**  
**Kingston, Ontario**  
**An SAC Member Club**

During, 1963, a low year in our area, some 150 training flights were completed using our club L-K two-seater towed by the Auster and our capable tug pilot Les Keely. Student pilots were trained throughout the season with Walter Piercy and Henry Janzen alternating with instruction. Two new members, Jack Head and Dave Pantan, joined our ranks during the year. Congratulations and the Order of Thermal Sniffers have to be bestowed on Jack Head, since on his third solo he found one of the few thermals in our area during the season and remained aloft for 52 minutes, a record for the year. It was really something here, since you can set your watch on 16-minute flights from take-off to landing. The Auster gave its yearly trouble, this time possibly unsafe control cables kept us grounded for a while, but it is otherwise doing a good job as our sole tug ship. Visiting pilot Hans Berg checked out and soloed our Grunau Baby and was quite pleased with the event and the handling of the ship.

Jeff Stead, our president, has been forced to leave in the pursuit of his occupation; our sincere thanks go with him for a job well done.

Walt Piercy reports that his Mu-13D has been inspected and is about ready for covering and flight tests in the spring. Walt's doing a terrific job on this rebuild which requires lots of time and patience, but they will be hours well spent since this ship has a very high glide ratio. Al Cudney has been having a great time with his B-8 Whirly-Bird glider and has chalked up some 800 tethered and autorotative flights. Six new pilots have soloed the homebuilt glider, the youngest (13) being Danny Cudney.

Albert W. Cudney

Note: Gyro-craft are now eligible for the ultra-light (home-built) category in Canada, so Al's been able to release from tow.—DK



The C sew-on emblem, 2 7/8 in. in dia., white on blue, examples of which are available to U.S. C badge holders for 40 cents each, tax included. Order from SSA, Box 66071, Los Angeles 66, California.

## Letters

### Tow Hitches

Dear Lloyd:

I would like to make a couple of comments with reference to the use of an external parachute shroud line as a release for tow hitches which was described on page 7 of *Soaring* for January, 1963. This is a very convenient scheme but there are a couple of hazards. The first is the difficulty of exerting a strong pull on account of the stretch inherent in this line. As pointed out in *Soaring* on page 19 in January, 1962, the pull required to release under a heavy load can be considerable.

A second problem is slack in the release line, unless it is carefully rigged and anchored in the cockpit. I was not careful enough with this on a Cessna 180 installation some months ago, and on one flight the slack in the release line looped around the tow hitch so that no amount of pulling from the cockpit would release it.

HARNER SELVIDGE

2420 N. Lake Ave., Altadena, Calif.

### Tips Appreciated

Dear Lloyd:

Informative articles like Higgins' "The Thermal Index" are of great value since most readers are novices. Such articles help cut costs of soaring because pilots can learn without all of it coming from experience.

Major Robert Little (author of "Off to the Races") is one of the greatest in my books. He is stationed at Fort Leavenworth near here and the day after he arrived he was out to our soaring site and flying with us.

We are planning a contest or get-together for this summer and will write again to advise you of the date.

Keep up the good work and keep prying these soaring tips out of the hot shots.

FRANK LILLY

Midwestern Soaring Assn.  
 7714 Woodson Rd., Raytown 38, Mo.

### Three New ABC Program Training Groups Approved

The following clubs obtained approval of their SSA Instructors during January, 1963:

Greater Milwaukee Soaring Club  
 SSA Instructor: Arthur Shanley  
 Associated Glider Clubs of Southern California, Ltd.

SSA Instructor: Walter Mooney  
 Mid-Atlantic Soaring Assn., Inc.

SSA Instructor, Gene M. Wilburn  
 Your chance to earn the A, B and C Badge achievement awards requires the availability of an SSA Instructor. See that your club or school applies before spring. The December, 1962, issue of *Soaring*, page 24, lists the steps to take to inaugurate this program in your club or school.

## Calendar

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

Feb. 11-21. IXth OSTIV Congress, Junin, Argentina.

Feb. 11-25. 1963 World Soaring Championships, Junin, Argentina.

**March 9-10. 17th Annual Pacific Coast Midwinter Soaring Championships, Torrey Pines Gliderport, 12 mi. N. of San Diego, Calif.**

April 6-14. Wave Soaring Meet, Cook's Field, Pincher Creek, Alberta.

April 20-21. 1963 Sebring Sailplane Gagggle, Sebring, Fla., Air Terminal.

**May 25, 26, 30, June 1, 2. CBSA Memorial Day Soaring Contest, Vista Field, Kennewick, Wash.**

**May 30-June 2. Mid-Atlantic Regional Soaring Meet, Westminster, Md., Airport. (Replaces Cumberland, Md., Meet.)**

May 30-June 2. 15th Annual Wright Memorial Glider Meet, Richmond, Ind., Municipal Airport.

May 30-June 2. Soaring Meet, sponsored by SCSA, site in southern California to be announced.

**July 2-12. 30th Annual U.S. National Soaring Championships, Harris Hill, Elmira, N. Y.**

**July 12. SSA Directors' Meeting, Elmira, N.Y.**

**July 22-26. Northwest Regional Soaring Contest, Sun Valley, Idaho.**

July 30-Aug. 4. 11th Annual EAA Fly-In, Rockford, Ill., Municipal Airport.

**Clubs are requested to notify Soaring Magazine as soon as they set dates for any soaring event.**

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