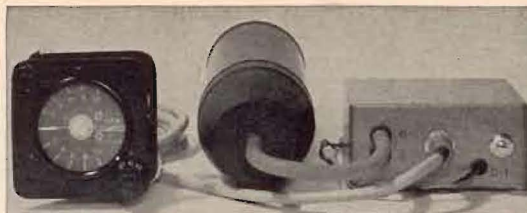


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and microballoon filler. By weight, one half pound of "AB" and one half pound of "CD" were thoroughly mixed, then twelve heaping tablespoons full of microballoons were added a little at a time until the mix was completely blended. The amount of microballoons was enough to give good volume and keep the mix in place on vertical or curved surfaces. At 60° or higher the application is hard enough to sand to a smooth finish after 24 hours. If temperatures are below 60°F, it takes 48 hours to set up hard enough for sanding. Application had to be done within an hour on warm days, as the pot life is only that length of time (a little longer on cold days). The mix was applied with a 3-inch-wide putty knife over a section width of three feet, as shown in Photo No. 3. A 3½-foot steel edge was drawn from the spar toward the leading edge, bearing on the high points, the rib stations, leaving a smooth surface as shown in Photo No. 4. The epoxy was not subject to shrinkage so the only places that had to be gone over a second time were spots where the straight edge picked up the mix. Then, by hand, these areas were filled and pressed down again. Very little sanding was needed as dacron fabric covered the complete wing panel.

For refinishing to re-establish contour without fabric covering, the sanding would have to be done with greater care to insure a smoother base for final paint finishes. Since this Wiehe has an experimental license, dacron polyester taffeta, purchased from Sears, was used for recovering wings, ailerons, elevator and rudder. This is quite similar to the commercial aviation "Ceconite" but is considerably lighter and

cheaper and better suited to the light construction of sailplane wings. There is no problem when using it on experimental and home-built types, but FAA approval is necessary when it is to be on type-certified designs. It costs \$1.37 for a yard 44 inches wide, and is available from Sears' mail order store.

One of the great advantages of this new material is its ease of application. It can be stuck on with PLIOBOND, AIRLAC, or any other good cement. Relatively little dope is needed, as the shrinking is done with a steam iron. The Weihe wing was doped with two heavy coats of clear, then one coat of silver was brushed on. One thin coat of silver was then sprayed, followed by three coats of white pigment. All of this except the first two coats of clear is actually unnecessary, as dacron is impervious to ultraviolet light and does not need the protection of silver dope as does regular fabric. This makes it possible to restore older sailplanes with the old-time, clear-doped finish without having to recover it in a couple of years.

Hoping that some of the information given in this resumé can be used by some SSA members, here is to safer soaring in '63.

### State Soaring Record News

John Williams, SSA State Governor for Southern California and administrator of records for the state, has announced approval of three new altitude records, as follows:

Absolute altitude; Senior class; 31,900 ft.; Lyman H. Beman; March 2, 1963; 1-26; Tehachapi.

Absolute altitude and altitude gain; Junior class; 30,000 ft. and

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20,300 ft.; Jack Arkovich; March 27, 1963; BG-12B; El Mirage Field.

Absolute altitude and altitude gain; Junior class; 32,118 ft. and 22,432 ft.; C. W. (Bill) Brinkman, Jr.; April 5, 1963; 1-23G; Tehachapi.

Nathan Frank, SSA State Governor for Maryland, has announced new Maryland state records as follows:

Distance; Open and Senior single-place classes; 114.5 mi.; George W. Church; April 13, 1963; L-K; from Westminster, Md., to 10 mi. S of Bowling Green, Va.

Absolute altitude and altitude gain Open and Senior classes; 11,630 ft. and 10,050 ft.; Mario Piccagli; April 14, 1963; M-100S; Westminster.