



Photo by George B. Moffat, Jr.

is a rapid rate of roll. Most sailplanes take between four and five seconds from 45 degree to 45 degree bank, with the Ka-6 and Foka being the best. Few of the heavier ones like the Sisu and the HPs have a rate of roll less than five seconds but anything over that is hopeless.

Personally, I like almost neutral stick-free stability and though a sailplane having this characteristic cannot be flown hands off for a long period of time, it is efficient and does not require constant retrimming with each change in speed. The HP-8 has no trimmer and needs none, control pressure is neutral at all speeds. Conversely the Sisu and the Skylark are ultra stable and require constant and tiresome retrimming for every speed change with resulting control surface drag.

Ease of rigging and derigging is another important consideration to the contest pilot, especially if he lands early and needs a quick restart. The foreign sailplanes are generally very good in this respect while our American counterparts are rather poor. Few American sailplanes can be rigged, with taping of gaps, in less than 10 minutes by the average crew.

New Procedure to Select 1965 Nationals Sponsor

A letter has been sent by SSA to all known potential sponsors of the 1965 U.S. National Soaring Championships explaining a new procedure to be used to select the sponsor. Briefly, it will have all organizations seriously interested in being the sponsor submit to the SSA Directors a letter of intent to bid for the sponsorship. These letters of intent will be considered by the Di-

Cockpit comfort can hardly be overemphasized for contest flying. Cockpits should be large enough for the pilot and his gear with controls easy to reach and operate. Most American sailplanes are good that way while the European cockpits are predominantly marginal for our well fed frames. As far as seating position is concerned, I prefer upright for flights up to three hours, semi-reclining for contest work. The latter type spreads the weight over a greater area and is the most comfortable for long flights. I have tried only one extreme prone ship, the French Edelweiss, and found it very pleasant although more difficult for map reading, eating and fingernail chewing.

Good forward visibility is another important factor. Lack of clear forward view is dangerous when landing on strange fields and can cost distance as one is obliged to break off the final glide sooner in order to get a good look at the field. A flat wrap sheet on the forward canopy of the Foka, HP-10, HP-11 and Sisu gives excellent visibility. The Polish Zefir uses molded-in optical flats to give the same effect.

rectors at their July 10th Board meeting in making a preliminary selection of sponsors, from which detailed bids will be solicited, or perhaps even a final selection can be made, depending on the letters received.

Organizations desiring to submit letters of intent who did not receive information on how to do so may obtain same on request to SSA. Letters of intent must be mailed to SSA prior to June 13, 1964.

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