

pilots are not separated from each other which assures full contact between constructor and student in flight. There is the possibility of mounting a small scale USW radio station with power pack.

The glider has a nose hook for towing behind an aircraft and side locks for towing by a motor winch. The locks disengage automatically at a cable angle: forward — 60°, cables on board — 80°.

Manual control of the glider is made by mixed scheme; contact between handles is realized by rigid cables. Conduit to elevator and ailerons by cables. Aileron control closed in cockpit and in the wing as well. When disassembling the glider its control remains in tact.

Foot control of cables. To span the cables and produce the necessary force gradient to the foot control conduits are couples shock absorbers.

Access for inspection of control in the fuselage is open, the wing has operational inspection hatches.

When designing the glider the constructors found a successful solution, having created an inexpensive and long lasting construction, assuring simple exploitation and easiness of repair.

The materials used in the manufacture of the glider are not costly.

For convenience of transportation the wings are divided into three sections: center or aircraft wing and consoles.

The joining of the center section with the console is realized in three points in two points along the forward longeron and in one point along the rear one.

The lower joint of the forward longeron and the rear point of wing suspension have a common axis. The axis of the upper joint of the forward longeron is perpendicular to the plane of the chords. Thanks to such a disposition of joints no strict tolerance is needed for the installation of joints when assembling the wings and it assures good access to same when disassembling and assembling.

The landing gear of the glider has shocks, and it consists of a nonbraked wheel, nose skid with rubber shock absorber and spike. Provided is installation of skid under the wheel, which at flights in the winter time the skid will appear to be an additional shock absorber.

Basic data of the glider maximum quality — 14; permissible towing speed behind an aircraft — 140 km/hr; motor winch — 90 km/hr; maximum speed by strength conditions — 250 km/hr; minimum speed reduced with one pilot — 0.9 m/sec, with two pilots — 1.06 m/sec; landing speed with one pilot — 38 km/hr, with two pilots — 46 km/hr; most advantageous speed with one pilot — 53 km/hr, with two pilots — 63 km/hr; flight weight with one pilot — 233 kg, with two pilots — 323 kg.

Construction of experimental and mass series of KAI-14 and KAI-17 gliders will provide the glider sport with the possibility of broadly developing into the field of record operations, and in the field of training young cadres of glider pilots.

WHO YOU ARE AND WHAT YOU WANT

• THE EDITOR

During the spring of 1965, and again in the fall, dues notices and renewal forms were sent out to large numbers of S.S.A. members. Those of you who received these forms may recall that they carried provisions for indicating the order of preference you would give to material appearing in *Soaring*. There were eleven categories (Flight Stories, Technical Articles, Pilot Test Reports, etc.) mentioned as well as reference to Club News (News Notes in the fall, 1966, mailing), Letters and the Frontispiece photo. We feel that the information contained on these renewal forms constitutes the most valuable possible indication of the wishes of magazine readers and an equally valuable guide to the editor.

Just how to tally the preferential listings took some thought, but after due consideration the following course was taken: The replies were first separated into four categories; the first comprised those to which ten or more preferential replies had been given; the second included those with nine or fewer replies; the third those in which between one and eleven checks (with no indication of preference) were marked; and the last those with no replies of any sort. The four broke down as follows:

Ten or more preferences	247	(34%)
Nine or fewer preferences	192	(27%)
Varying numbers of checks	80	(11%)
No markings	201	(28%)

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In order to avoid a too-elaborate tally system it was decided to use only the 247 sheets from the first category as the basis for the breakdown which appears below. This constitutes a total sampling of roughly five percent of the membership. It should be remarked, however, that these 247 respondents showed a higher level or interest and involvement in the future of the magazine than those in the other categories, hence would tend to carry more weight.

The results listed here were the result of nothing more complex than adding the total indicated preference numbers for each of the 11 items. Thus, the lower the number the higher the preference.

1. Flight Stories	956
2. Technical Articles	961
3. Pilot Reports	1055
4. Sailplane Descriptions	1065
5. How-to-do-its	1198
6. Sailplane Photos	1458
7. Contest Stories	1712
8. Beginners Section	1870
9. World News	1971
10. Site Descriptions	1998
11. Personality Stories	2180

(The average age of the respondents was 37, the youngest 15, the oldest 62. General approval was given to Club News (later to News Notes), to Letters and to the Frontispiece photo. Of the 247, 206 (83%) said yes, they had flown a sailplane in the last 18 months; 39 (12%) had not. Zip code numbers were included often enough to indicate a high level of social responsibility.)