NEWS NOTES

SOUTHERN CALIFORNIA COMPETITION CLUB Southern California is one of the few areas in the country where there are large enough numbers of soaring pilots to support anything as specialized as a Competition Club. Such an organization, created for the specific purpose of developing competition pilots *and* operational personnel, was founded in the fall of 1965 by **Paul Bikle** and **John Williams** with the additional help of **Helen Dick,** Southern California's very able State Governor. Thus far two workshops, both at the Elsinore Gliderport, have been held. The first was on the week-end of October 30-31 and the second on January 8th and 9th, 1966. Special equipment, such as launch-position tapes and starting-gate theodolites, designed and built by S3C club members, were used successfully at these meetings. Ground personnel serve on a rotational basis, a system which permits everyone to get a view of how things are working from both ends. A dinner meeting concludes each workshop and is accompanied by a critique and suggested improvements for the following outing. Hopefully the work of the new group will provide training and experience which will help improve the organization of future contests in the Southwest. It may also serve as a model for similar groups in other areas of the country, especially regions eager to hold future National Soaring Championships.

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RANDOM GUSTS **Stewart Coutts,** a Southern California soaring pilot operates a sort of Air Taxi to Tehachapi. He leaves Van Nuys Airport about 11:30 every Sunday morning in his four-place *Cherokee* and takes along as many as can come at six dollars (round trip) a head. ★★★ Drawings for the tow hook installation for the *Champion 7GC* can be obtained by writing Champion Aircraft Corp., Osceola, Wisc. and asking for drawing number 7-1143. Price: $4.00. ★★★ *SSA Orders Sewer Plug* blared the headline in the Portland Oregonian. Turned out to be the malodorous business of the State Sanitary Authority. ★★★ The **E.A.A. Air Education Museum** recently acquired a like-new Cessna *Primary* Glider and a Helisoar *HP-10* for its growing collection. Would the S.S.A. get such donations if it had a museum? ★★★ Those concerned with the strength of fiberglass wings might be curious to learn that, during the static and dynamic testing of the production *BS-1* wing at Braunsweig, Germany, it was determined that the wing of the prototype, in which **Bjorn Stender** was killed some years ago (News Notes, February, 1966, *Soaring*) was only one-quarter the design strength. Stender was in the habit of flying the ship at 150 and 160 mph. ★★★ The Polish entry in the Standard Class at the 1967 Internationals seems likely to be the *Foka Five*. The new version of the 1965 Standard Class winner will have a slightly enlarged fuselage, a T-tail and the wheel moved slightly forward. Another Polish Standard Class ship, the SZD-30, is also in the works.

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SLINGSBY SAILPLANES EXPANDS Following the award of the O.S.T.I.V. Prize to the *Dart* last year the fortunes of **Slingsby Sailplanes, Ltd.** of Kirbymoorside, York, England, have continued to prosper. We now learn that the company has been appointed United Kingdom agents for **Bryan Aircraft, Inc.** and will offer Dick Schreder's *HP-14* both in complete and kit form. As yet no price has been established for the ready-to-fly aircraft. The kit will sell for the equivalent of approximately $5000. Slingsby has also announced that, following extended negotiations with Messrs. Elliott of Newbury, they will completely take over the future production of Elliott's sailplanes and the responsibility for servicing the many aircraft currently in circulation. Not only will this new arrangement permit Slingsby to offer the *EON 463* glider to its customers but also the *SG-38 Primary*. At $490 ready-to-fly this is undoubtedly the cheapest glider available today. Hire purchase facilities are available.

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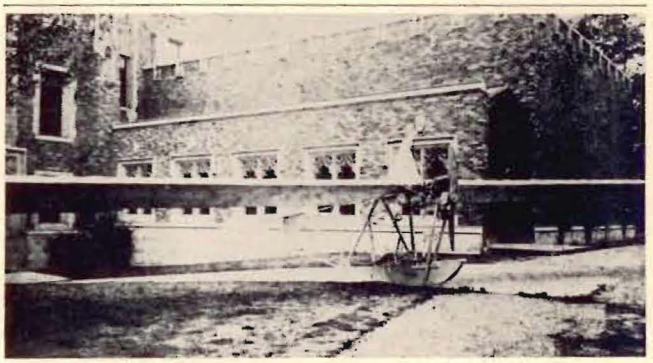
GETTING THERE IS HALF THE FUN For a much longer time than most of us imagine (see cut) industrious men have been attaching various powerplants (rockets, jets, pedals, go-cart engines) to assorted gliders in an endeavor to become independent



This Northrop primary, with an auxiliary engine, was an early attempt at achieving a self-launching glider. Date unknown.

of the bunjy, the winch and the towplane. In recent years progress in powered-sailplane development has been marked and in recent months articles on the subject have appeared in such journals as AEROKURIER, AVIASPORT, AIR PROGRESS and DER FLEIGER. (*Soaring* received two requests to reprint Max Dreher's *Aloft With a Set Jet* which appeared in the January, 1966, issue.)

The Germans, who have traditionally led the world in gliding matters, are also furthest ahead in the field of powered gliders and will probably be the source of the first imports to the U.S. An excellent powerplant, the Hirth 26-hp, two-cycle engine, has contributed in large measure to the success of such German designs as the Schleicher *K-11* and the Scheibe *Motor-Spatz*. At the present time the **Akaflieg Muenchen** is designing a twin-boom pusher, a group in North Germany is at work on a twin-propeller design and Herr Scheibe plans a powered version of the *SF-27* using a retractable Hirth engine. And at the **Akaflieg Darmstadt** work is nearly completed on a powered version of the *D-36*. The retractable, 10-hp powerplant of the *D-36* will be used only for cruising; self-launching will not be possible.

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