

Letters

Bravo for Bowers

Sir:

I continue to enjoy SOARING magazine. However, as a movement it has surely gotten away from us in the peanut gallery.

The Sisu is a very beautiful sailplane, but I have an obligation to raise a family. Please do not discontinue the articles by Pete Bowers or the magazine will lose all of its appeal.

ROBERT MORASKI

Pueblo, Colorado



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STEVENSON-EBENTHEUER

16 Jaeger St. 8 Karlsfeld
West Germany

Canadian Consternation

Sir:

Please clarify your policy on printing manuscripts submitted by authors outside the U.S. In the past a number of MS submitted by some persons we know have been ignored, with the result that there has been serious suggestion to abandon subscription to *Soaring*. This is being strengthened by discontinuation of the Canadian News feature. We must not forget that although Canada is another country, it is to our mutual benefit to maintain close ties, as we have in the past.

V. A. BUDACHIS

Toronto, Ontario

★ So far as I know it has always been the policy of *SOARING* to select articles on the basis of their pertinence and their topicality. Such, at any rate, is the policy now. *Canadian News*, along with *U.S. Club News*, was discontinued for two reasons. On the one hand it was felt that when "Joe soloed the 2-22 on Sunday" it was strictly local, not national news. There is, of course, a great deal of *Club News* and *Canadian News* of national interest but (second reason) we have had no editor for the *Club News* section nor much in the way of *Canadian News* to print. As soon as something suitable arrived (see the article on the GTA-130) it got prompt attention. Furthermore we have been assured by Mr. Julien Audette that we will be receiving *Canadian News* in the near future. Please believe that it is our sincere intention to maintain the closest ties with Canada and that no slight of any sort was intended. —Ed.

Sailplane Simplicity

Sir:

In sailplanes we need simplicity. Batteries that are needed to make a variometer work for instance are really unnecessary, since a non-electric variometer can be made that is better than an electric one. If you think this statement is wrong, you'd better first be sure I can't prove it. So much for the philosophy.

Now for the ultimate in simple retractable landing gear warnings. I shall use the Standard Austria as an example, since I have one and know the problem. The spoiler handle pulls to the rear on the left side to extend the spoilers. The landing gear handle pulls to the rear on the right side to retract the gear. So if you attach a piece of parachute cord to the gear handle, and run it forward through a piece of bent tube that is flared at each end so it won't cut the cord, run it around in front of the instrument panel and back out of the other end of the tube and back to the spoiler handle, you can't pull the spoilers without putting down the gear first. You may if you wish use shock cord, so that you can pull the spoilers but it is against the stretch of the shock cord. No switches to fail, no battery to go down, and presto, you have a simple landing gear warning, or preventer or whatever you want to call it.

Use a loop if you want so you can undo it. That way you can prove to yourself that you can land with the gear up when the device is inoperative. It could even be demonstrated to FAA that way.

STEVE DUPONT

Fairfield, Conn.

° Chuckle.

Help!

Sir:

I plan to enter the '66 Nationals and being from the flatlands of Central Texas would like to read comments by local pundits on flying in the contest area. This would include hints for utilizing any geographical or meteorological phenomena peculiar to that area as well as a brief on any hazards.

Another item is the use of radio navigation aids. I understand that these will not be used in future world soaring competitions, in which case it seems impractical to use a crutch in the Nationals that will not be available to you later. I think that some firm ruling should be made on this prior to Nationals. I would like to hear others' views on this.

TED J. CHANDLER

San Antonio, Texas

★ Perhaps someone familiar with the Minden area can provide a few notes for reader Chandler and other prospective Nationals contestants who will be flying in the West for the first time.

Keep It Simple

Sir:

I would appreciate it if you could send me a considerable amount of glider information.

When old enough, I plan to take classes on the subject.

JACKSON R. MURPHY

Bloomington, Minn.

P.S. Try to keep information above the elementary level. Leave thermals and lee waves out.

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