some bending. At a temperature of about 200 degrees F. Plyfoam becomes about as pliable as felt and can be worked into compound curves. A very simple frame suffices. When the shape has cooled it forms the basis for the application of fiberglass. It is claimed that a sandwich panel consisting of ½-inch Plyfoam between two ⅛-inch layers of fiberglass is about 20 times as stiff as fiberglass alone and that such a panel will be stronger than an equivalent section of high-grade plywood, yet weigh only roughly half as much. (A square foot of ¼-inch plywood weighs about 0.8 lbs.)

It is certainly too soon to say that Plyfoam, at least in the present commercially available version, will put us all into fiberglass machines on short notice. As yet too little is known about its fatigue characteristics and its response to the sort of heating sailplanes must endure. Nonetheless it does seem to offer an approach than could prove extremely fruitful in time. Information can be had from **Plyfoam Incorporated,** East Bethpage Road, Plainview, New York.

* * *

RANDOM NOTES Want a drip-dry sailplane? The *Blanik* seems to be it. **Bob Gurr,** who keeps his *Blanik* at Elsinore, tried cleaning the ship in a variety of ways, finally concluded that the best was simply to wet it down and let it dry off by itself—just the way the handbook advises the job be done. ★ ★ ★ If you want to read a modern horror story that will make **Frankenstein** and **Dracula** seem as tame as **Mutt** and **Jeff** be sure to see *Ordeal of the Plane Makers* in the December Fortune. If you've been wondering what the world is coming to this will provide the answer. ★ ★ ★ **Sylvia Colton,** the able president of the **Associated Glider Clubs of Southern California** (San Diego) and equally able editor of *Wind & Wings,* has come forth with a smashing idea, namely to station tethered balloons at contest turnpoints. This would not only provide an excellent base of operations for turnpoint personel (who wouldn't volunteer for that chore?) but an ideal spot for radio and TV crews. Pretty good turnpoint markers too! ★ ★ ★ Article on L/D for which we have title but no text: Polar Bear or Polar Bull?

* * *

Historical Notes & Quotable Quotes

"He motioned us to stand clear, gave Lambert a pre-arranged signal. The motor of the *Standard* commenced its roving song and the big ship 500 feet away moved off with the (Heath *Super Soarer*) in tow. Before it had traveled 100 feet the glider was skimming along about five feet high, and Ed (Heath) was flying it as fast as possible to cut down resistance and allow the *Standard* to get up flying speed. After the *Standard* had gained a little altitude Ed nosed up a little and the way that glider soared up to about 100 feet above the tow plane was so sudden and thrilling to see that an exclamation of pleased excitement burst from the little crowd around me.

". . . Suddenly close observers saw the *Standard* gain rapidly on the glider which seemed to be trying to point its nose at the zenith, then, while in this position the tail was blown upon by the following breeze, and as the tail had little inertia, and great leverage on the rest of the ship, it moved in a quarter circle until the ship was on its back, from which position Ed dived it right into three more loops just like the first. After this thrilling exhibition we could hear Ed's voice which was one of the most penetrating in the aviation world, (I have heard him explain things to students from almost 1,000 feet up) telling us to stand back so he could land where he started from, which he almost did, but this was no surprise as he often won spot landing competitions at air meets in a Heath *Parasol.*

"Ed says that when released from the tow plane the glider drops from 60 back to 25 mph so suddenly that one must take care not to bump his head against the instrument board, and if loops are to be made, they must be made right away before the extra speed is lost, or the glider will stall hopelessly before it even points straight up, and a loop will be impossible. He also states that a glider loop has to be made from a down wind start, as the wind is relied upon to blow the tail around. Diving for speed does not help, for the glider is so lightly loaded and has so much resistance that it dives but little better than a parachute. . . ."

— The 1932 Flying & Glider Manual