

Austria did three falling leafs, then turned over and spun in striking the ground nose first at high speed. It would appear that unfamiliarity with the new ship and the effect of the c.g.-hook position on winch tow characteristics were contributing factors in this accident.

Only a brief description has been received so far of an accident that took the life of young Paul Kolstad of Colorado Springs during August. He was flying a Schleicher K-8, circling rather steeply and at low altitude when the ship stalled and there was insufficient room to recover.

Hannes Hagspiel, a devoted soaring enthusiast who ran a commercial soaring school at Heber, Utah during the summer and at Kearney, Nebraska during the school year where he was a college professor, died at Heber on August 29th as the result of an accident which occurred while he was towing a sailplane. The Schleicher K-6 was for sale and was being flown by a potential buyer who had just been checked out for airplane tow in a Schleicher K-7. Due to the high winds in this mountainous area the day was very turbulent, and almost immediately after takeoff a gust lifted the K-6, jerking the towplane's tail up and breaking the rope. From about 60 feet up the towplane dove in at a 45-degree angle and Hannes died of head injuries on the way to the hospital. Contributing factors almost certainly were the extreme turbulence of the area, the unfamiliarity of the sailplane pilot with both the K-6 and airplane-tow problems, and the fact that Hannes although an excellent sailplane pilot had only received his commercial power license some thirty days prior to the accident and was therefore himself an inexperienced tow pilot.

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There is really very little that can be added to the above stories at present, either by way of explanation or admonition. Perhaps the best suggestion would be that you read them again—and remember them!

MILES COVERDALE

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Historical Notes

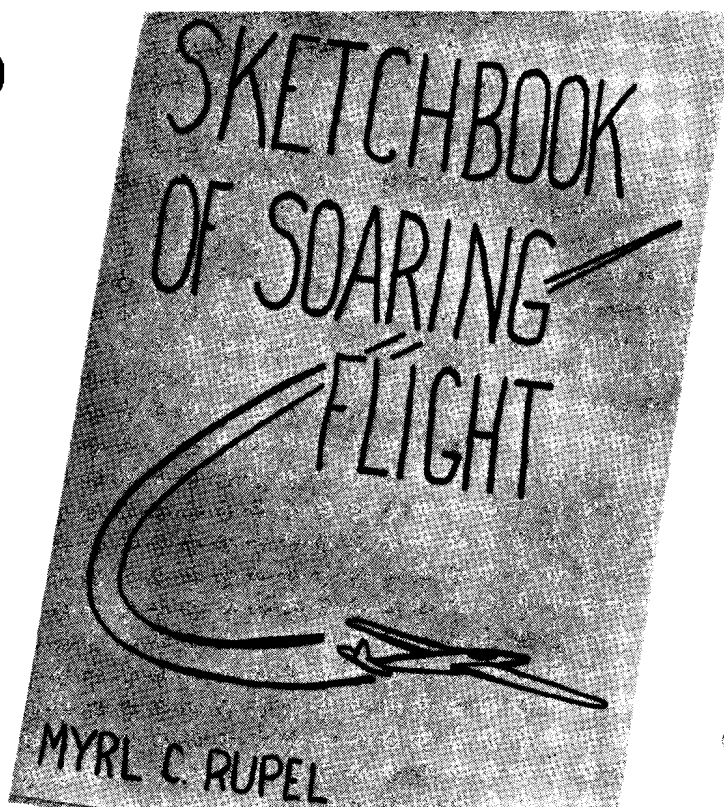
In a strong wind, even a line of buildings, such as a row of hangars at an airport, will reproduce the effect of a ridge. At one German airport the soaring pilot Hirth was snapped into the air near the end of a line of high hangars, and soared for more than a mile parallel to them supported by the steady rising currents formed by the wind deflected upward by the buildings.

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