

OSTIV VOLUME VIII

The most recent OSTIV Publication, Volume VIII, Part 1 of the selected papers presented during the 10th OSTIV Congress at South Cerney, England, June 4th to 12th, 1965, is now available from national headquarters. Price: \$3.25.

With only three exceptions (omitted from the list below) the papers in the latest volume are presented in English. The contents of Volume VIII, Part 1 are as follows:

TECHNICS AND TRAINING

The Durability of Glues used in Glider Construction, F. G. Irving and C. O. Vernon

A New Look for Old Airfoils, F. L. Galvao

A New Look at the Problem of Safety Factor in Glider Design, J. Sandauer

Gust Alleviation Factors for Sailplanes, J. B. de Jonge

Optimum Flying Speed for Lee Waves, G. A. Hookings.

Manpowered Aircraft, B. S. Shenstone

Glider Performance: A New Approach, H. C. N. Goodhart

Results of Research in the Field of Structural Strength Limits for Sporting Gliders, V. V. Chernov

Glider Pilot Training and the Role of the Powered Glider, D. Piggott

Cable Loads in Aero Tow, E. Ciani

Toward Optimization of Ground-Powered Launch, J. V. Byrne

Development and Design History of the SGS 2-32 Sailplane, E. Schweizer

METEOROLOGY

Satellite Wave Observations Used as an Aid to Wave Soaring, Ch. V. Lindsay

The Diurnal Variation in the Depth of the Convection Layer, D. G. Reid and A. Y.-K. Wu

The Sea-Breeze at Lasham, J. E. Simpson

A Remarkable High-Altitude Flight over the Cologne-Bonn Area, G. Kant

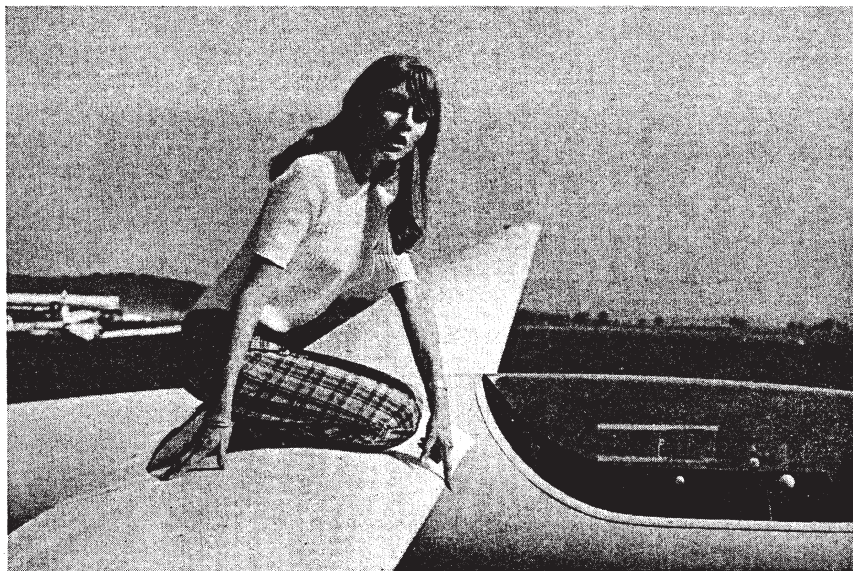
Some Aircraft Measurements of Temperature and Humidity in Weak Conditions over England, D. R. Grant

Cirrus Bands as Related to Meteorological Parameters, J. H. Reuss

A Technique for Investigation of the Low Level Eddy Structure of the Atmosphere, L. J. Capstick

Contours

(very important)



Perfect contours are very important on a glider; they are decisive for the performance. There is no better way to ensure true contours than by building the entire sailplane in negative moulds. This is the procedure used for the DIAMANT.

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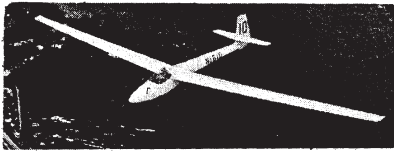
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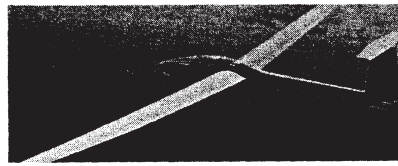
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1-23H-15, instruments, oxygen, trailer. \$4500. Mike or Mickey Jensen, 9990 Gliderport Road, Colorado Springs, Colorado 80908. (303) 495-4144.

1-26, serial #100. Easy, responsive flight characteristics and handling. Over 20:1 L/D. Has had many badge flights for AVSC members. Entire ship without instruments or trailer, totaled but with perfect tail and many other usable parts, \$95. J. Lambie, 9460 Artesia #E, Bellflower, Calif. 90706.

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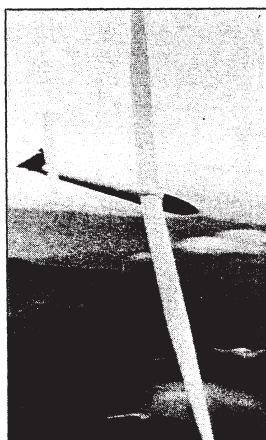
SCHWEIZER 2-32, N2450W, #50, under 80 hours total. Trailer, oxygen, BEI-990 radio, BEI OMNI, J-8 horizon, airspeed, T&B, Winter vario, Cook T.E. vario & audio, accelerometer, clock, Cook compass, temperature gauge, chutes, other extras. Cost \$16,000, will sell for \$11,500 or work out trade for 1-34 or higher-performance single-place. Write R. N. Campbell, 660 Madison Avenue, Room 501, New York City, or call daytime (212) 935-9024.

SCHWEIZER 2-33 with trailer and instruments. \$5250. Motorless Flight Enterprises, 125 Farmstead Lane, Glastonbury, Conn. 06033. (203) 633-6802.

2-33, 1968. Annual to Sept. 1973. (303) 925-3418.

SCS 2-33A, basic instruments and trailer. \$4900. Bill Sparks, 409 Plum Street, Grayling, Michigan 49738. (517) 348-6011 days, or (517) 348-9641 evenings.

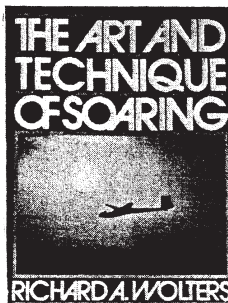
SCHWEIZER 2-33A. Trailer, basic instruments. \$5200. High Desert Soaring, (805) 942-2862.



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See SOARING Jan. '72, p. 24.

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 Lansing R. Rosekrans; Alt; 1-26; Warren, Vt.
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 Frank Sage; Dur; 1-26; Wurtsboro, N.Y.
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 Harry V. Senn; Dur; 1-26; Miami, Fla.
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 Shelton O. Williams; Alt; 1-26; Cumberland, Md.
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 Lawrence D. Wolfe; Alt; 1-26; USAFA, Colo.
 Gregory Zigoy; Dist; 1-26; West Bend, Wisc.

SYMONS WAVE MEMORIAL

In the late 1940's when Robert F. Symons, a mountain pilot and wave flying

pioneer, was working out of the airport at Bishop, California, he instigated a new and unique system of awards for wave flying which he called "Lennie" pins. Pilots who soared to great heights in the Sierra wave received a one-Lennie pin for attaining an altitude of 25,000 to 35,000 feet, a two-Lennie pin for reaching 35,000 to 40,000 feet, and a three-Lennie pin for exceeding 40,000 feet.

The awarding of these pins ceased in 1958, when Bob lost his life in a glider accident. However, in 1963 the program was re-established under the official auspices of SSA, with each pin holder also receiving a handsome wall plaque. The pin itself is 7 mm. in diameter (the same size as the FAI Gold badge) and has one, two, or three white lenticular clouds set off against a blue background with a silver rim. Each pin is consecutively numbered. *In addition, a jewelry set including a tieclasp and cuff links, each sporting the appropriate Lennie emblem, is now available to all Lennie pin holders at the nominal cost of \$5.00 per set (tax and postage prepaid).*

All applications for Lennie pins should be made on the standard SSA Item #3 (the application form for FAI soaring badges) and must include a valid, calibrated barogram of the flight. If the flight is also being used to meet the requirements of an FAI badge (or if it was used for such a purpose at some previous time), the application should be sent to SSA, who in turn will verify the barogram and the facts on record and then forward the application to the Symons Wave Memorial. Otherwise, applications should be sent directly to the Memorial (c/o Carl Burson, P.O. Box 522, Bridgeport, Calif. 93517).

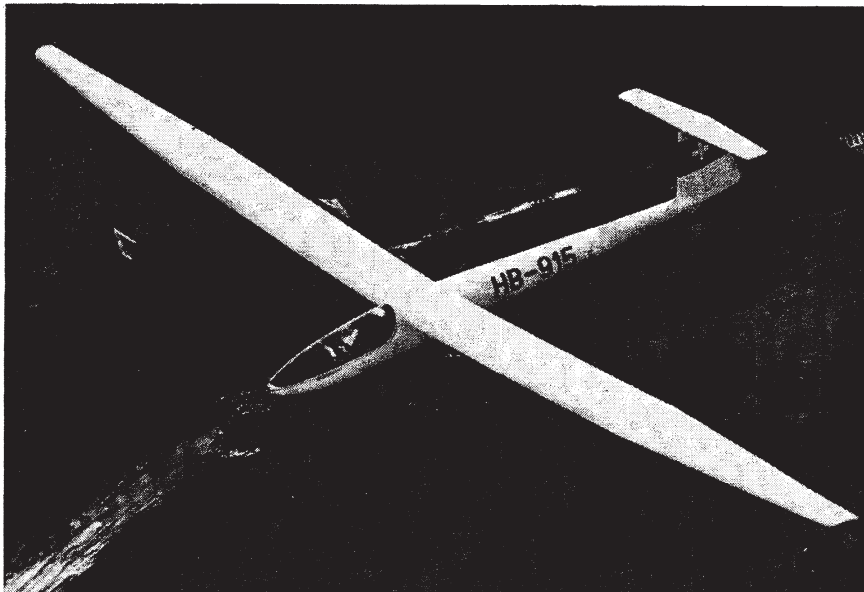
The fee for a person's initial application, pin, and plaque is now \$15. For subsequent pins, the registration fee is \$4.00 each. All checks should be made payable to the Symons Wave Memorial.

ONE-LENNIE PINS

- 271. Vernon Haack
- 272. John Powers
- 273. Charles Dobkins
- 274. Herbert deVries
- 275. Wallace Scott II
- 276. Kendall Somers
- 277. Wayne Placek
- 278. Frank Gorham
- 279. Marco Seymour
- 280. Porter Danford
- 281. Charles Wood
- 282. Richard Bush
- 283. Mrs. Mimi Andrews
- 284. George Nash Jr.
- 285. Richard Hawker
- 286. Richard Gabler
- 287. Tamas Csoboth
- 288. Antonia Cservenka
- 289. Ray Poquette
- 290. A. T. Fehr
- 291. Jack Bamberg
- 292. Richard Sayer
- 293. William Swindell
- 294. Lt. Col. Keeler
- 295. James McWilliams
- 296. Herbert Hinze
- 297. Kirke Everson
- 298. Edgar Seymour

TWO-LENNIE PINS

- 42. Thierry N. Thys



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Wes-Kan Diamant, 222 N. Kansas Ave., Liberal, Kansas 67901. (316) MA 4-2691

A CHANGE AT CAP

Air Force Brig. Gen. William W. Wilcox will become national commander of the Civil Air Patrol on the first of May. He will succeed Col. Joe L. Mason, CAP commander since 1964, who retires May 31st.

General Wilcox, a veteran bomber pilot (73 combat missions in B-25's), thus becomes the ninth national commander of the U.S. Air Force civilian auxiliary. He is now commander of Strategic Air Command's 19th Air Division at Carswell AFB near Ft. Worth, Texas.

A command pilot with more than 4,600 flying hours logged, General Wilcox holds the Silver Star, Distinguished Flying Cross and the Air Medal with seven Oak Leaf Clusters among his other decorations.

SOARING PILOTS' SSB AMATEUR RADIO NETWORK

Joe Lorber (WB6CPI), of Lafayette, California, returned home recently after a three-hour flight in the club Pratt-Read and turned to his other hobby, amateur radio. He was soon in contact with Fritz Compton (W4LJH) of Miami, Florida, and each was surprised to learn that the other shared the hobby of soaring. After a few minutes' conversation, another ham (W5JRK), who flew for many years broke in. This one was "Hank" with the TSA at Grand Prairie, Texas.

Now these three amateurs meet regularly every Friday night at 11:00 P.M. E.S.T. (8:00 P.M. P.S.T.) on 14.305 KC single sideband. Any other soaring pilots with amateur radio gear are invited to join, or if you are not an amateur yourself, but have a friend with SSB equipment, go over to his house and join the soaring get-together on Friday nights.

WB6CPI can also be contacted on week days at 2 P.M. E.S.T. or 11 A.M. P.S.T. on 14,310 KC, and he will tell you all about the Friday Night Soaring Set.

CANADIAN ACTIVITY

Gliding activity in Canada made substantial gains during 1966 as indicated by the following statistics (1965 figures in parentheses): Active sailplanes, 140 (128); Number of flights, 19,205 (16,725); Hours flown, 8,646 (7,320); Cross-country miles, 34,300 (16,085). Figures for

Lightness

(very important)



Lightness is very important for ground handling. So it is for climbing in weak lift.

But if you try for speed on a booming day, you want some weight behind you. How can you combine the two?

Easy — — buy yourself a DIAMANT with optional water containers. This will permit you to adapt your wing loading to best suit the weather. And you can dispose of the water in flight at any time.

Ask your nearest dealer for documentation and details of the DIAMANTS with 15, 16.5 or 18 m span (for dealers list please refer to last month's SOARING).

U. S. Type Certificates are in process.

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Flug- und Fahrzeugwerke AG, 9422 Altenrhein, Switzerland

the numbers of sailplanes, flights, hours and cross-country miles flown have all at least doubled in the last five years.

The largest increase in local activity during 1966 was in the Winnipeg area, closely followed by Quebec City and Vancouver. The 550% increase in cross-country mileage during the last five years is believed to indicate the impact of new equipment and the increased mobility of ever-larger numbers of private owners. The impressive fig-

ures for eastern Canada (two clubs in the Ottawa River Valley flew a total of 18,500 cross-country miles) reflect the excellent weather that prevailed in that part of the country, plus a competitive outlook among the members of the clubs in question.

Still higher levels of activity, plus plenty of excitement, are predicted for the current year, and all concerned are advised to keep a weather eye on the inevitable problems involved.

Wortmann and Eppler sections, I still feel that the L/D will fall considerably short of Marton's expectations. I also feel that his concept of a lifting body is bad. The best a designer can do is try to get a perfect elliptical lift distribution tip to tip on the wing without disruption by the fuselage. If the fuselage is loaded up, it will produce high induced drag. I feel Marton has excessive wetted area in the fuselage and horizontal tail which will unnecessarily degrade the performance of a most interesting wing design."
—Ed.

Liars Club for Soaring Pilots

Dear Sir:

The Soaring Pilot's Liars Club International wishes to announce itself to the soaring pilots of the world. We invite members into our organization who wish to become acquainted with the best liars in the soaring world. The purpose of this nonprofit club is to enliven hangar-flying and soaring-club meetings everywhere. To become a member send in your lie along with one dollar. The story must be no more than one typed page, double spaced, and be about some phase of soaring. At the end of the year each member will receive a bulletin containing the year's best lies.

PETE BONOTAUX

3401 - 37th Ave. S.W.
Seattle, Washington

A Soaring Summer Abroad

Dear Sir:

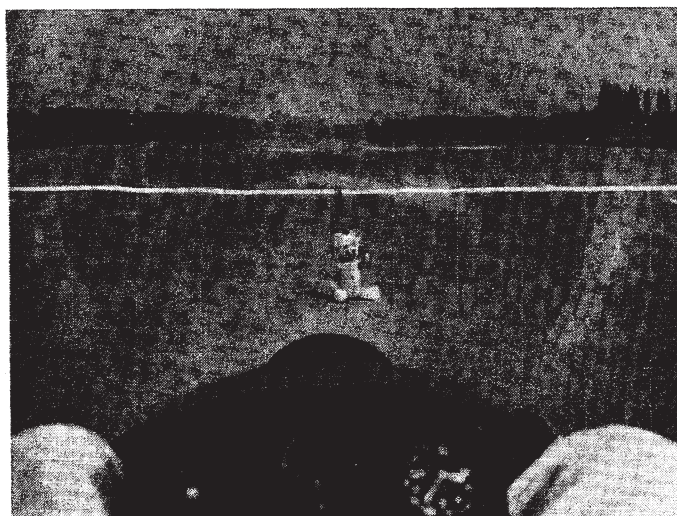
Having seen photographs of sailplanes soaring in the majesty and grandeur of the Alps and having the opportunity to tour Europe last summer, I came up with the devious plan to schedule as many stops as possible near gliding centers (unknown to my wife—until we arrived at the third one!).

Driving along outside of Salzburg in western Austria, I saw a Phoebus tacking back and forth across a steep mountain some 6000 feet above us. As he out-climbed the tree line, he was only a wing span away from sheer crags—a beautiful sight silhouetted against the mountain. Unfortunately, such glory was not to be mine because the government regulations in Austria are very involved regarding foreign licenses. I would suggest that anyone planning to visit an Austrian gliding center make contact with the school at least three months prior to arrival.

In Switzerland there was very little problem with red tape, and the highlight of our trip was a visit to the Diamant factory at Altenrhein, where my gracious host arranged a flight for me in the 16.5-meter Diamant. Being a little apprehensive about the first nearly prone-pilot cockpit I had ever flown in, I climbed in, and through an interpreter found out which way to move the dazzling array of levers. Pressing off, I was amazed at how rock stable the Diamant is on tow, so much so that you can fly with just two fingers. Perhaps all the years of flying jet fighters on "tow" behind a KC 135 while air refueling made it seem so easy. About all I can say is that it was a beautiful flight and that I was so impressed that I signed up for my own Diamant right then and there.

If you have the opportunity to visit Europe, try and schedule some time at one of the many fine soaring centers lo-

the teddy bear test



We placed this teddy bear on the runway to show you the excellent visibility from the DIAMANT cockpit (touch-down position). The bear sits only five yards in front of the plane.

Don't take any risks: buy a DIAMANT. Remember the efficient dive brakes and the teddy-bear test. Write to us for a list of U.S. dealers.

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Bockenheimer Landstr. 19
Frankfurt/Main
Germany

Aero Club of Switzerland
Hirschengraben 22
Zurich
Switzerland

LT. COL. J. M. GEORGE

APO, New York

If Still WHAT?

Dear Sir:

It would be greatly appreciated if you could send me some information on gliders, how they were used, and how they are used today (if still used).

Thank you.

JOHN WRISTON

Scarbro, W. Va.

★ John, you really know how to hurt a fella.—Ed.

How to Succeed in the Badge Business Without Really Flying

Dear Sir:

I would like to thank Jack Lambie for giving me a very interesting flight from El Mirage to Bishop ("Project: World Record," Feb. *Soaring*). As I was the first one in the family to get my Silver badge, the flight to Bishop wasn't the least bit difficult for me. All it took was a good ship and a very good and experienced pilot at the controls, namely my brother Tom.

Maybe one of these days I will make that flight to Bishop myself.

Incidentally, in conjunction with my work here at the University of California, I have developed (with the help of another graduate student) a computer plotting routine to calculate and plot full-size wing ribs. I will be happy to work with serious designers to plot wing ribs at a nominal charge (to cover the cost of the plastic drawing film). The computer and plotter are available gratis.

FRANK MELSHEIMER

6081 Claremont Ave.
Oakland, Calif.