

The Surplus Army Gliders

The government is planning to release all gliders no longer needed in the military training program. Among these are very few of our old familiar friends of training days such as Franklins, Grunaus, BG-6's and assorted home built ships. Rumor has it that these single place gliders are in bad shape.

About 300 of these training gliders are two-place ships manufactured by Schweizer Aircraft Corp., Laister-Kauffman Aircraft Corp., Frankfort Sailplane Co. and Pratt, Read Co. Nearly all of them weigh about 800 lbs. empty and have about a 40 m.p.h. stalling speed. The ground handling of these gliders because of their weight and size will be a problem for most clubs. Many of them are without trailers.

Another large group of these army training gliders can be classified as three-place ships. They are light airplanes such as Cubs, Aeroncas with the motor removed, a seat put in its place and the undercarriage modified.

The purchase of these gliders by clubs or individuals would call for some educational work to assure safe flying and best performance. There is no list of the available ships nor will there be for some time.

As a service to the gliding fraternity the Soaring Society of America is willing to assume the burden of the purchase and distribution of these gliders at cost. If you are interested in one of these gliders and wish to have the Society act as your agent send in a letter to the Secretary, Ben Shupack, 949 East 29th Street, Brooklyn 10, New York indicating the number of ships you would like and the price you would be willing to pay for this type of glider. Please decide and write quickly so we can know how many gliders will be wanted and the average price you are willing to pay.

Bear in mind that this is a tentative plan and not an accomplished fact.

Silver C

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as witnesses to my landing. They helped me dismantle the glider and my ground crew were late for the Bishop dance that night. I might say they made up for it later.

The third day I flew to Independence, gaining altitude of 17,200 feet above sea level enroute.

The last day of the Meet, Fred Eade (who helped greatly by managing my ground crew) made two flights in the Baby. It was his first ride in a Bowlus and first flight in any glider for almost two years.

My pardner Ed Minghelli arrived direct from the South Seas and he showed us that he hadn't forgotten much about soaring when he obtained his "C" license with an hour and forty-five minutes flight. He reached an altitude of over 5,000 feet.

All pilots kept valuable data on sinking speeds and gliding ratios under varying atmospheric conditions, which will be compiled for future study. Johnny Robinson had so many variometers in his ZANONIA that it's amazing that he was able to take off. Frank Kelsey was present with his very beautiful Super Albatross. I'm convinced from his demonstration that every high performance sailplane should be equipped with flaps. Bob Heideman carried many passengers in his two place glider. Dick Lyons and his group were present with their "Baby." Harold Johnson, Bob Symons and Lew Wise also had a ship. The Meet was controlled by the finest C.A.A. men we have ever met. They were Mr. Erwin and Mr. Day. No mishaps of any degree were experienced.

We are looking forward to the trip next year for that Golden "C".

Temperature Gradiometer

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indicate and compound the two vectors into their resultant. This can be done rather simply by crossing the needles of the galvanometers as in Fig. 11.

Future Application of Temperature Gradiometry

In the past few years the design of sailplanes has passed through several stages: first there were the crude designs without definitive design aims. Next came the trend toward low sinking speed designs. With the advent of cross country flights an aim toward better glide ratios developed. With the discovery of thermal soaring better maneuverability had to be designed into the sailplanes. As the sailplanist experimentally discovered the brutality of the atmospheric disturbance from which he borrowed energy, he had to insist on better structures. The aerodynamic and structural design of sailplanes has now reached an asymptotic saturation in perfection. To gain in performance it will be necessary to extract the energy in the atmosphere more efficiently. The trend, the author feels, is now toward the scientific improvement of apparatus for predicting atmospheric discontinuities. If nature had only painted the air green instead of the grass, so that we could see the air's motion, we would not need to resort to prospecting methods.