

SAFETY FIRST

The Gray Hair Department

by JOSEPH M. ROBERTSON, *Chairman*
SSA Safety and Flight Operations Committee

Now is the time, when that basic itch to fly is beginning to be felt again, to get the ship ready for the coming season. There is usually equipment to be installed, controls to be checked and a dozen other details to be looked after. This brings to mind a fairly recent accident that occurred because the pilot failed to observe one of the basic rules used when putting a new piece of equipment in an aircraft. That rule is "The equipment must be functionally checked for proper operation and safety prior to flight."

The pilot had installed a war surplus control stick grip in the sailplane several months previously to make easier the electrical actuation of a small eccentric weight for keeping the instruments "alive." He was satisfied with the stick travel both before setting up the ship on the day of the flight and in the 40 minutes that he sat in the cockpit prior to take-off. Due to the press of other matters however, he did not thoroughly check full stick travel in all directions.

The take-off behind a T-6 towplane appeared normal. As the airspeed approached the planned towing speed, it became apparent that with the stick against the instrument panel, inadequate forward elevator control existed for a normal level flight attitude. By this time the sailplane was 100 feet in the air and the towplane had just left the ground. The stick was then pushed to the left until it cleared the instrument panel, then forward, and right rudder applied at the same time. As the ship nosed down in a forward slip, too little time remained to remove the stick from behind the panel.

The left wing hit first at a 70 to 80 degree angle to the ground, breaking the spar in two places, then the nose hit followed by the rest of the ship. The tow line was broken on impact. The ship was a total loss but fortunately the pilot escaped with minor injuries.

Cause of the accident was, basically, restriction of elevator travel due to installation of the war surplus grip on the stick. A contributing cause may have been that the pilot

had had only one hour of flight time in the last three months and this was not in the ship in which the accident occurred.

As the pilot relates, it was not until he was reviewing the accident in the hospital that the reason for it became ridiculously clear. His final comment on the accident should stand as a classical remark and also as a warning. "God should make smarter people."

OSTIV PUBLICATION V

The technical papers on soaring presented at the 7th OSTIV Congress in Osieczna, Poland, during June of 1958 are now available as OSTIV Publication V. The price is \$2.50, postpaid. Order from OSTIV Secretariat, NLM Atoomgebouw, Schiphol Airport, Holland.

Papers printed in English include: "A Review of the Theory of Dynamic Soaring," "New British Airworthiness Requirements for Diving Speed and for the Rough-Gust Case," "The BG-12A - A Sailplane of Simple Design," "Synthetic Resin Adhesive in Sailplane Construction," "A Glue Failure in South Africa," "Ground Resonance Testing of Sailplanes," "Sailplane Stiffness Measurements," "The Contribution of Aerodynamics to the Development of Recent Sailplanes in Czechoslovakia," "Flight Measurements of the Profile of a Skylark II Wing," "On the Weight of Sailplanes as a Function of their Main Geometric Parameters," "A Realistic Aim for Manpowered Flight," "Some Notes on Seeking New Methods of Sailplane Lift-Drag-Curve Measuring," "An Introduction to Lee Waves in the Atmosphere," "Vertical Motions in the Jetstream," "A Method to Study the Structure of Standing Lee Waves and Rotors," "Convection Cloud Systems," "New Experiments on Convection: The Formation of Ring Cells," and "Radar Echoes From Birds."

Also included are articles from the Swiss *Aero Revue* on OSTIV prizes and the OSTIV Standard Class and numerous other technical papers printed in foreign languages.

Other OSTIV Publications still in

print are III and IV, for \$1.50 and \$2.15, respectively, presenting the papers given at the 5th and 6th OSTIV Congresses.

CALENDAR

Items listed in bold face type are to be sanctioned by SSA.

March 25-April 23. Month-long Wave Soaring Expedition sponsored by SCSA at Bishop, Calif. Contact Jim Meckoll, 5120-A Livingston Dr., Long Beach 3, Calif.

April 29-30. 1-26 Regatta, Sky Sailing Airport, Fremont, Calif.

April 15. F.A.I. Gliding Committee (CVSM) Meeting to select sponsor for 1962 Internationals, Paris, France.

May 27-30. 4th Annual Jim Swearingen Soaring Contest, Twinkletown Airport, Walls, Miss. (15 mi. S. of Memphis, Tenn.)

May 27-30. 13th Annual Wright Memorial Glider Meet. For information contact: Soaring Society of Dayton, Inc., Far Hills Branch P. O. Box 581, Dayton 19, Ohio.

May 27-30. M-ASA Memorial Day Weekend Soaring Meet, Municipal Airport, Cumberland, Md.

June 31-July 9. Soaring Camp in South Carolina, location to be announced. Contact C. A. Street, Jr., Rte. 1, Advance, N.C.

July 1-4. Soaring Contest, to be sponsored by SCSA and held at either Tehachapi or Taft, Calif.

July 2-8. Eastern Open Soaring Championships, Harris Hill, Elmira, N.Y. Sponsored by EASC.

Aug. 1-10. 28th Annual U.S. National Soaring Championships, Municipal Airport, Wichita, Kansas.

August 2-5. 9th Annual Experimental Aircraft Assn. National Fly-In. Greater Rockford Airport, Rockford, Ill.

Aug. 11. SSA Directors' Meeting, Wichita, Kansas.

Sept. 16. SSA Technical Symposium on Soaring, IAS Building, 7660 Beverly Blvd., Los Angeles 36, Calif.

CLUBS !!

Please send SSA information for the above calendar as soon as the dates of your meet are known.