



Caudill

You may feel he has you by the neck, BUT . . .

DON'T CUSS YOUR TOW PILOT

By RAY PARKER

THAT blankety-blank pilot stalled me out and left me hanging on the end of the tow rope." Or "The so-and-so was playing crack the whip with me at 90 per." These are common statements, and in some cases not exaggerations.

On Sunday afternoon operations, our tow pilot might be a 50-hour man trying his best to please everyone, or a 1000-hour pilot with plenty of background. If a pilot with a minimum of experience is towing us because he wants to be of assistance and does wrong, it must be something quite drastic to make a premature release necessary. If he is giving us a wild ride, it could be our fault instead of his.

Thorough briefing of a tow pilot prior to a flight will result in a fairly accurate tow. At least it will be safe.

By briefing it should be understood that more is involved than merely stating the desired towing speed. This information should consist of the area in which the tow is to be made, the maximum degree of bank for turns, the desired air speed range and a dissertation on attitude flying technique.

If the tow is made in smooth air, the pilot can hold a consistent speed and constant rate of climb with little effort, but on a good soaring day, when the air is very turbulent, the uninstructed tow pilot will invariably attempt to hold constant air speed regardless of the up and down currents. This can only lead to a stall condition due to the fact that a strong up draft tends to increase the air speed reading on the tow plane.

The unversed pilot, noticing this increase in air speed will consistently raise the nose of the aircraft to hold it constant. Due to the up draft, his rate of climb is automatically increased; raising the nose makes the climb greater, and the glider is usually left in a low position. As the glider pilot attempts to recover his pull up induces considerable drag on the tow plane causing both aircraft to approach a stalling condition just at the time when they are often leaving the area of lift and experiencing a further loss of flying speed.

The important point to get across to the tow pilot is that he should attempt to hold the tow plane in a constant climbing attitude during the tow, rather than try to chase the needle of the air speed indicator all over the dial.

In short, prior to your flight sit down in the shade of the hangar door and try to visualize for your tow pilot the conditions of the flight to be made, taking into consideration the points mentioned above. And be sure that the subject is covered *thoroughly*.

It is seldom that an experienced pilot will give an unsafe tow. About the worst offense he will commit will be to tow in the wrong area, and as a rule that will not be his fault.

Like ourselves, most tow plane pilots are human. Give them a break.

There is one type of pilot of whom you might be justified in thinking dark thoughts—the "Hot Pilot." Praise be, there are not too many of them! He is usually insulted by your attempts to brief him because he knows all there is to know already or so he thinks. Your best tactic will be diplomacy. If that fails, you can resign yourself to a "just passable" tow, or to staying on the ground until a tow pilot of your liking comes along.

If the glider pilot stays behind the tow plane, there is very little about which the tow pilot can complain, but every glider pilot he tows can find fault with his technique. A rather unbalanced situation, don't you think?

So don't cuss him—brief him.

If he still wants to tow as he pleases, regardless of your instructions, there are plenty of other power plane pilots.

CANADIAN SCENE

By DOUGLAS A. SHENSTONE

THE *Pelican*, newsletter of Queen's University Gliding Club, announces that Barbara Ann Scott, Canada's most famous figure in the sports world, has accepted an honorary club membership.

Activity of this wide-awake club since April covers over 500 flights and 150 hours. During this period members acquired three new instructors and checked out five more tug pilots. Their best duration flight was one hour and 50 minutes and best cross country was 27 miles.

Ten of the club's solo members, realizing that the Grunau Baby loss deprived the club of a solo glider, have arranged for the purchase of another LK to be converted for solo use. By now, it should have been picked up. The *GB*, incidentally, is being repaired this fall.

Bill Frayn, Dick Baiden, Gord Saunders and Bob Cuddy attended the National Soaring Contest at Elmira and brought a new LK back with them. According to SAC records these additions should bring the club glider strength to five gliders.

Ray Gould, Secretary of the Thunderbird Glid-

ing and Soaring Club (University of B. C.), gives news of their TG-3A for which they have been trying to get a new port wing for some time. They should have it by now and then hope to repair the machine, sell it and buy a jeep, as their problems seem to center about launching difficulties. Their GB is in operation and Frank Woodward recently was aero-towed from the air field to the University. Released at 2500 feet he took advantage of lift and spent three-quarters of an hour in the air, rising to 3500 feet before spot-landing the craft a stone's throw from the glider hut.

The Toronto Gliding Club again this year put on demonstrations of glider aerobatics over the Canadian National Exhibition grounds on three Saturdays. Island Airport was used for a base; Al Pow, unofficially the holder of the Canadian altitude record, brought his own LK, and the Toronto Gliding Club LK was used as well. Pow ran into some ill luck and damaged his craft slightly. No injuries were sustained by the pilot except loss of dignity and the craft has since been repaired.

During the weekend of October 2-3, the prototype SGU 119 owned by St. Michael's College, Buckingham, Que., was aero-towed from Carp, near Ottawa, to Buckingham. Brother Hormisdas had brought the craft to Carp early in the summer and has spent many hours on instruction, having completed nearly 150 flights. He will shortly be ready to instruct his pupils. It is planned to use the airfield at Pendleton, near Buckingham.

The writer was in the Gatineau Hills at the time of the aero-tow and saw the two craft going over at about 2,000 feet. The pilot of the glider was "Shorty" Boudreault of the Gatineau Club and although the hills were decked in their most brilliant autumn colors, the writer did not envy the glider pilot. The area is one of the roughest in that part of the country, with mile upon mile of impenetrable forest and towering rock outcrops with innumerable lakes spotted in between. "It was pretty," said Shorty, "but it got sorta cold."

It was planned to release some five or six miles away from Buckingham (population 4500) and glide in over a crest of hills, as it was known that half the town would be watching. However, the wind was against them and the tow-plane and glider were spotted before release. After landing, several winch launches were made for the benefit of enthusiastic townspeople. The tow took about an hour to complete.

The S.A.C. Year Book planned for publication late this year is growing apace and all Canadian clubs and individual pilots are urged to send in interesting articles on gliding experiences in Canada. The photo contest in connection with the Year Book, for which a Cobb-Slater Variometer and/or cash prizes are offered, is also active and a number of photos are in hand. While the first instruction called for negatives as well as prints, the negatives are no longer required. All inquiries on these subjects should be sent without delay to Box 851, Ottawa.

Plan now to attend

The Sixteenth

National Soaring Contest

in 1949

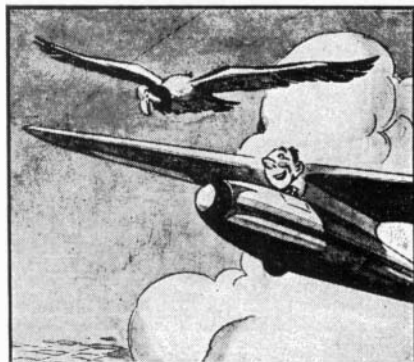
The dates and location are not yet set, but all indications are that it will be held early in July, it will last eleven to sixteen days, and Dallas, Texas; Chicago, Illinois; or Elmira, N. Y. will be the soaring site.

Foreign entrants and visitors are most welcome

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