Soaring Readers Write

St. James, L. I., New York

"I'd like to put in a plug right now for SOARING because I think you've done a great job of putting out this magazine. It must take a super-human amount of effort, but I think the results more than justify it."

DICK DELAFIELD

Moultrie, Georgia

"I just noticed the complimentary article on page 21 of the July-August issue of SOARING and I would like to take this opportunity to thank you for the very fine remarks. I always enjoy getting SOARING Magazine and look forward to each issue. Congratulations on the excellent work you are doing and I know you are accomplishing a great deal in your work."

BEVERLY HOWARD
Hawthorne School of
Aeronautics
Spence Air Base

Fort Sill, Oklahoma

"This is to thank you for the March-April issue of SOARING which you sent to me while I was at Camp Chaffee. You have a fine magazine. I find Dr. Raspet's articles particularly interesting.

I plan to place that copy in the main post library, hoping that it will interest my fellow soldiers.

Last Labor Day week-end the 50th Anniversary of Powered Flight was the central theme of the National Air Races at Dayton, Ohio. The glider was nowhere to be seen. It is too bad that the soaring fraternity didn't capitalize on this event. The glider had a perfect right to be represented there, since it has contributed much to powered flight. Air shows of this type provide an opportunity to present soaring to a larger number of people than can be found at the average soaring contest.

Hereafter, let us hope that gliding will be demonstrated with something more than an Aero Commander (with both props feathered!!) as was done last September.

"NORM" EHLERS
HQ Btry., 55th FA BN

Van Nuys, California

"Just received the July-August edition of 'Soaring,' and as usual whenever the magazine arrives, there is a lot of good reading matter and practical information, in this latest volume.

One little item in particular caught my eye, however, and I decided to write to call your attention to a short article in the November 1949 issue of "The Thermal," monthly publication of the Southern California Soaring Association.

The item referred to is the last paragraph of the description of "The Mobilet 150 2-way Radio" on page 22: " . . . this unit, reasonably well installed should give excellent communication up to at least fifty miles . . . "

My memory hazily recalls other opinions or claims made for the distances which should be communicated over, for various types of transmitters and receivers, by many other persons during the past few years. With all due respect for Mr. Powell's opinion, or any one else's claims, I would like to point out that it is misleading to state that any radio units will consistently cover a given distance. Readers of "Soaring" anticipating installing radio units in their sailplanes might get the impression that a particular "rig" will guarantee them communications up to so many miles just as using the telephone. This is not true of course. As the aformentioned article states, there will be many times when meteorological and geographical conditions stack up just right to afford wonderful communications. On the other hand these same factors can keep a full-limit-powered well-tuned properly-installed transmitter from "getting through" at all.

Would like to see more articles on the use of radio in soaring. Les Arnold and Hollis Button have both noted its use as a training aid. Also Bill Ivans must have some interesting stories to tell of his extensive use of radio in retrieving."

JOHN J. OLLEY
6504½ Hazeltine Ave.

"P.S. Three loud cheers for President Carsey, for his efforts in obtaining suitable radios for sailplanes!"

Fort Sill, Oklahoma

"I'm no aerodynamicist but . . ." You have undoubtedly heard that many times. Well, hang on to your hats, for here it comes again.

I am referring to the EPB-1 'Flying Plank.' In the hope that the directional stability of this sailplane might be improved, it may be worth-while to try mounting the wing tip fins at a small angle to the centerline instead of parallel.

To be more specific, I propose to mount the fins so that their chordlines, if extended, would intersect on the centerline of the fuselage some distance ahead of the nose.

With the fins so arranged, a restoring moment would be set up any time the ship deviated from a directionally straight flight path.

This moment would occur in the following manner:

In straight flight, both fins would have an equal amount of drag. In a slight skid, the angle of attack, and consequently the drag, of the upwind fin would be increased while the downwind fin would approach a minimum drag condition. This would tend to bring the upwind tip back to the straight flying position.

Now suppose that the skid is at an angle greater than the angle of incidence of the fins. In this case, the downwind fin has passed its minimum drag position (0° angle of attack) and its drag is increased, but it will not become greater than that of the upwind fin. This is because the upwind fin always has a greater angle of attack. This method (if it works at all) should be most effective where the fins are tip mounted because the difference in drag can be more effective with the long moment arm thus provided.

A secondary effect of this scheme is that the aerodynamic 'lift' on the fins now has a longer moment arm.

Another gimmick that might be useful would be to set the fins on swivels and to limit their movement to the outboard direction.

If you believe this idea to have any merit, please bring it to the attention of Al Backstrum.

I hope Mr. Backstrum's experiment turns out to be succesful. The simplicity of the 'flying plank' would certainly help to make soaring more popular."

PVT. NORMAN E. EHLERS
U. S. 52351745
Hq. & Hq. Btry.
55th F. A. Bn.

Tucson, Arizona

"The Desert Hawks Gliding Club, though slow in getting started, has had a number of good flights to date, two of which have been over 12,000 feet and of durations up to three hours. We are hopeful of better conditions as the rainy season is about over. Most flights, being towed from Gilpin Airport by Walter Douglas in his WACO UPF7, have been released at around 1,000 feet.

Soaring has attracted many people in the Tuscon area and prospects for more and larger clubs look promising, as soon as other sailplanes are available. The present club's Pratt-Reid sailplane is being relicensed and cleaned up for better performance as better conditions are anticipated this fall. Present plans are to admit more members to the club on this sailplane.

The Desert Hawks Gliding Club has been instrumental in obtaining prizes from the Chamber of Commerce and the Tuscon Business Men and will give assistance to any sailplane that might fly the distance from the National Meet to Tucson.

The present home of Desert Hawks Gliding Club is the Gilpin Airport and any members may be contacted through them. They extend particular invitation to sailplane enthusiasts and would be happy to meet any members traveling through Tucson. Meeting nights are set for the second Tuesday in each month at Gilpin Airport."

EARL L. MEDLICOTT
University Station
Box 4187

San Francisco, Calif.

"Enclosed please find a check for $3.00 for 1 year's subscription to the magazine. SOARING. I am an old glider pilot and I have glider pilot license No. 4 signed by Orval Wright of the famous Wright brothers."

ERNEST LANGLEY
626 Banks Street

(Reckon you might just be eligible for the "Old Buzzards Club" just formed! — Ed.)

Millersburg, Pa.

"The following isn't easy for me but here goes. — How many prospective glider pilots have been given enjoyable flights only to have the pilot realize he actually failed to prove a worth-while point? Many flights are very routine, and, as such, they can't be looked upon as a means of furthering the sport. Therefore a short story entitled "Inspiration" might help if printed in sheet form for distribution to prospective pilots. There should be many incidents falling under that heading, and I have perhaps six or more that I can recall myself."

DELBERT W. MILLER