

News from CLUBS and MEMBERS

N.C.S.A. MEET

Here's the report on our first N.C.S.A. Midwinter Soaring Contest. Individual contestants placed as follows:

1. Ted Nelson.....63 points
2. Emil Kissel61 points
3. Les Arnold55 points
4. Ralph Salisbury19 points
5. Thayer Smith18 points

Awards were:

First—Ted Nelson, \$13 cash, Fowler Trophy, Nelson Altitude Trophy, Nelson Duration Trophy.

Second — Emil Kissel, Barling Award, 5 silver dollars, Nelson Distance Trophy.

Team Award—Ames Club, Fowler Team Trophy.

Novice Award—Ed Comer, Fowler Cash Award—\$10.

The contest was marked by unusually poor soaring weather. We had planned a spring contest but this one was extended to Feb. 25 and killed all chances of that. 13 pilots and 6 ships participated. 4 ships in this area are being recovered and repaired and four more ships nearby didn't compete. Unfortunately the wave didn't occur on any of the contest days.

Our backyard wave project is progressing and will have a complete report in a month. We believe 40,000 feet is possible in the bay area. Enclosed is a short preview. (It's interesting; you'll see it later.—Ed.)

—EMIL KISSEL.

N.E.S.S.A. NEWS

The second annual meeting of the Northeastern States Soaring Association was held this year on March 31st in Philadelphia, Pa. The meeting was held in two sessions. Total attendance was 25 in the afternoon and 36 in the evening.

Meeting was opened by Alexis Dawydoff, president of the N.E.S.S.A. during 1950 with the introduction of Mr. John J. Quinn of the Civil Aeronautics Boards, Bureau of Safety Regulations, who came to the conference to answer questions regarding the newly proposed regulations for certification of private glider pilots, based on amendment prescribed by I.C.A.O. (International Civil Aviation Organization) to standardize civil aviation operations throughout the world (Russia excepted). Questions clarified by Mr. Quinn were: Age limit for private glider certificate has been advanced to 16, however a 14-year-old applicant can be issued a student permit.

Written test: The applicant will be furnished, on demand, a list of 150 questions with answers, true or false, which he is to study prior to taking his written, which will consist of 50 to 75 questions on theory of flight, meteorology, navigation and C.A.R. especially prepared and based on motorless flight. **Carrying passengers:** In order to carry passengers a pilot must have a minimum of 6 aerotowed flights. The requirement of minimum of 3 hours in gliders suitable for cross-country flight has been

deleted inasmuch as all gliders in the U.S.A. are suited for such flights. **Instructor's rating:** Available for those who want it, but commercial rating is still good for instructing.

Next order of business was a recommendation by Paul Nissen of the Connecticut Valley Soaring Association that all sailplanes entered in Northeastern meets be equipped with shoulder harness and that similar recommendation be sent to the Soaring Society of America for adoption in connection with the forth-coming National Soaring Contest at Elmira. The recommendation was unanimously approved by all present.

As during the first annual meet in New York, plans were made for soaring meets to be held during 1951 season and, tentatively, the following were scheduled:

Decoration Day Meet—June 2-3, sponsored by the Philadelphia Glider Council at Philadelphia, Pa.

Labor Day Meet—September 1, 2 and 3, sponsored by the Connecticut Valley Soaring Assn., Hartford, Conn.

Columbus Day Meet, jointly sponsored by the Metropolitan Soaring Club and Airhopper, October 12, 13 and 14, Wurtsboro, N.Y.

It has also been decided to hold a Northeastern States Soaring Championship Meet. Alex Dawydoff, Winthrop Block, Ben Cohen, Lewis Hull and Paul Nissen were appointed to arrange the matter. It was decided to contact the Rochester group and ask them to sponsor the meet.

The last order of business during the afternoon session was election of officers for 1951. Elected were: President, Lewis Hull of Philadelphia Glider Council; Secretary, Alan Schmid of P.G.C.; Contest Director, Alex Dawydoff, Metropolitan Soaring Club.

The evening session consisted of viewing slides and movies. Of especial interest were slides shown by Capt. Ralph Barnaby of the Swedish World Championship meet, also movies by Barnaby showing experimental flights of the Navy's large amphibious glider and Ralph's early day glider flights at Cape Cod, Mass. when he was just learning the art. Also shown was a color film taken by the Rochester Group of their activities. The meeting broke up at 10:00 P.M.

Clubs represented at the N.E.S.S.A. meeting were: Airhoppers Gliding & Soaring Club, New York, N.Y.; Connecticut Valley Soaring Assn., Hartford, Conn.; Philadelphia Glider Council, Philadelphia Pa.; Metropolitan Soaring Club, Wood Ridge, N.J.; Somerset Soaring Society, Somerset, N.J.; Washington Glider Club, Washington, D. C.

Dear Editor:

We of the A.E.S. have given our old glider club a little class with the very recent acquisition of a tow-plane for a nominal fee. It is an experimentally modified J-3 Cub built by the Aeronautical Research Foundation a few years back in an attempt to silence the lightplane,

which they did. This one is the quietest they developed. It features a 108 h.p. Lycoming engine driving a 4-bladed prop through a vee-belt reduction. Helping on noise is an exhaust ejector-muffler. The heavier engine and added blade area necessitated a larger fin and rudder and 40 lbs. of lead in the tail. It's flown solo only, with shoulder straps. The vee-belts are good for about 30-40 hours on each set. The prop is low pitch and the ship is only good for 60-70 m.p.h., a clunker by power standards but ideal for us. It has Helio take-off and climb as you might know for Prof. Koppen of M.I.T. did the modification. He also designed the Helioplane as you may know. I work for Helio (plug).

Hope to see you in Elmira in July.

Yours.

LLOYD M. LICHER,
Mass. Institute of Technology.

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LAISTER - KAUFMAN, late model, above average. Always hangared. Very reasonable. Write: Chas. F. Abel, 1810 S. W. 24th Terrace, Miami, Florida.

LIGHT WEIGHT variometer tanks. 1 gal. capacity. \$4.95. Burr Sailplane accessories, 617 McDowell Pl., Elmira, N. Y.

WANTED: Left wing for TG3. Write Bill May c/o Soaring Magazine, 3778 Marion Ave., Memphis, Tenn.

FLATTOP TG2 EASY - TO - READ drawings with full-size contours to speed your job. Make a real contest ship out of your TG2. Enjoy class "A" performance. \$8.00 for complete set of prints. Jim Spurgeon, 4674 Wilson Ave., San Diego, Calif.

WANTED: Right wing for LK-10A, covered or uncovered. Prefer one that needs covering. Also want complete LK-10A (Laister-Kaufman) with or without trailer, prefer one that needs covering. Price must be reasonable. Write John M. Altgelt, Rt. 8, Box 252, San Antonio, Texas.

WANTED complete plans H-17 Glider also Darmstadt D-28 Sailplane. Arley J. Gentry, 1005 North 9th St., Boise, Idaho.

POWERED GLIDER—Nelson Dragonfly, 2-place, NC license. Late-model 35 h.p engine. Can be started in the air. Retractable landing gear. Trailer, instruments. \$900 or make offer. F. H. Matteson, 4036 Orme Avenue, Palo Alto, California.

WOLF SAILPLANE—Excellent condition, recently major overhauled, new grade A fabric throughout. A fine rugged all-purpose sailplane. Always hangared, \$650.00 G. E. Congdon, 116 Crestview Drive, San Rafael, Calif.