

News from Clubs and Members

AIR TRAILS

Alexis Dawydoff has been asked to conduct a new department on Gliding and Soaring in the magazine AIR TRAILS. We wish to extend our congratulations and hope that we may be able to be of mutual assistance to each other in the common cause of the promotion of motorless flight in America.

This new department begins in the current June issue of AIR TRAILS with a very interesting article by John DuBarry entitled "Soaring and Gliding—The Greatest Sport in the World".

THE GLEN ELLYN GLIDER CLUB



Dave Miller in his Northrop primary at 600 feet

From Glen Ellyn, Illinois, comes news of a very energetic young enthusiast who has done much to keep his town interested in gliding. Dave Miller is his name and in the accompanying photograph you see him flying his Northrop primary when he was only 14 years old. Dave is now 18 and is graduating from High School this month.

The Glen Ellyn Glider Club consists at the present time of only Dave and his partner, Harold Krueger. These two operated their Northrop all through the summer of 1935 and made between 400 and 500 flights, getting as high as 900 feet. This past year they sold the Northrop and bought a Waco primary which they completely rebuilt. After a very successful season they sold this ship and since then have been busy constructing a sailplane from plans purchased in Germany. They are using new materials only and those who have seen the partly completed ship say that they are doing a very fine job. We hope that they will send us photographs and further information on this new ship as it nears completion and is ready to be test flown.

Y FLYING CLUB

The Y Flying Club of New Jersey officially opened their seventh season of gliding on May 9th at their field near Far Hills. That day they gave the New Kestrel sailplane, built by Les Barton, Tom Nilon and Stan Hruslinski, its first test flights. Les did the first testing. He made three hops about ten feet off and then, as everything seemed to be as it should be, he took the ship up to about 200 feet and headed for the ridge, which is 400 feet high, to try the lift from the slope-wind which was blowing at about 10-15 miles an hour.

The Kestrel responded beautifully and Les was able to soar for more than 15 minutes before landing in the valley. When they arrived back at the field they found a contingent from the Airhoppers, who had driven over from New York, so Les made another hop for their benefit and this time was able to climb 700 feet above the ridge and soar for 25 minutes. Emil Lehecka, who was present, expressed his approval of the ship and said that Les Barton, who has only a "B" license, with a little experience could have stayed up for a much longer time.

The Club's utility is at Ellenville for the Decoration Day week-end meet.

PRINCETON, N. J.

Al Woodruff, one of our members of long standing, reports that the winch built by him and Burt Brown is now working satisfactorily and being used every week-end towing a Waco primary at the Princeton Airport.



Bob Auburn and his "Sun Spot"

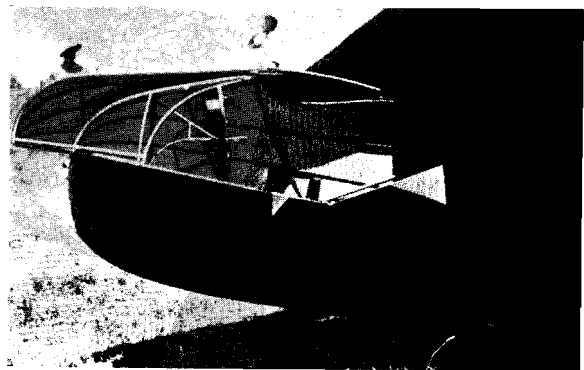
BUILDING THE "SUN SPOT"

by Robert J. Auburn

The "Sun Spot" is a glider of the high performance utility type. The design embodies certain features that give it an individuality seldom found in utility gliders. The ship was designed and constructed with these objects in view. First, it should have soaring performance above the usual utility glider. Secondly, it should be rugged, and not easily damaged by rough handling. Thirdly, three men should be able to assemble or dismantle the ship within a time comparable with utility gliders.

Construction of the glider is quite conventional. The fuselage is built of welded chrome-moly steel tubing, fabric covered. The wings are made of spruce ribs and spruce (built-up "I"-section) spars, with double wire drag bracing and fabric covering. The control system is unique in that ball bearings are used for control surface hinges and for important bearing points throughout the system. The common "Joy" control stick is replaced by a torque tube control which projects from a universal behind the seat to a comfortable position beneath the pilot's arm. A small adjustable hand grip is mounted on the end of the torque tube. This control arrangement was originally conceived and used by R. E. Franklin several years ago. It allows the pilot to relax during long flights, as the hand grip can be shifted to fit any reclining position the pilot may wish to take.

A glider is of little value without adequate provision for carrying and storing both the ship parts and the necessary additional equipment. Consequently, a great deal of thought was given to the construction of the trailer. It is built entirely of welded steel tubing and is canvas covered so as to be completely



The cockpit