

News from Clubs and Members

FIRST CHICAGOLAND SOARING AND GLIDING CONTEST

From Mr. Clemens W. Luebker, Secretary of The Chicagoland Glider Council, comes news of a soaring contest at Benton Harbor, Michigan, May 29-31st. Entries of at least ten gliders, including several sailplanes, are expected. Trophies and cash prizes will be given. Contest is open to all competition.

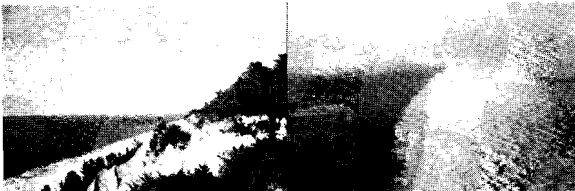
SOARING IN CHICAGOLAND

by Clemens W. Luebker

Photos by Joe Steinhauser and the author

The first major step in the coordination of gliding and soaring activity in this section of the midwest was made in the organization of the Chicagoland Glider Council on January 17th in Chicago. Seven different glider clubs already are represented.

The following members of the Chicagoland Glider Council, as its organizers, recently signed papers for its incorporation and will serve as directors: Joe Steinhauser, Joseph Smith



The Clay Cliffs at
Benton Harbor

Heading Toward
St. Joseph

and Wayne Thomis, all of Chicago, and two members of South Bend Glider Club—Guy C. Weber, and the author of this article.

Thomis, aviation editor of the *Chicago Tribune*, has already written several interesting articles on soaring and soaring weather.

Joe Steinhauser has done much to create interest in gliding and soaring. An indication of real progress was shown a short time ago when 17 F.A.I. "B" certificates were issued at one time to members of his group. In 1935 and 1936, Steinhauser made several thermal soaring flights from airplane tow over Chicago in his Wolf Hirth sailplane "D-Chicago". Incidentally, Joe earned his "C" certificate at the famous Wasserkuppe Soaring School in Germany.

Members of South Bend Glider Club with their Franklin utility since July 1935 have renewed interest in soaring along the lower shoreline of Lake Michigan.

In 1935, upon invitation of Col. Fishback, director of Indiana Dunes State Park, the members made an expedition to the park to test the dunes there for soaring. Pilots on this expedition soared over sand hills within ten miles of the location used by Octave Chanute in his early glider experiments. In the spring of 1936 the Purdue Glider Club joined the South Bend club in another expedition to the park.

Those residing in Chicago have found that one-day expeditions to the Benton Harbor bluffs can be carried out successfully, the soaring site being approximately 90 miles from Chicago.

At the First Informal Soaring Meet at Benton Harbor last October 11th, two 40 mile distance flights, and also a 4 hour and 35 minute duration record for the site were set. Two "C" certificates have been earned at the Benton Harbor bluffs, and now many more pilots are planning to qualify for theirs. With real enthusiasm in our council membership, and with favorable soaring terrain in our very "front yard", we are all looking forward to real activity in 1937.

SOUTHERN CALIFORNIA

That the boys in Southern California are keeping up good work is shown by news that reached us about Mervyn Freeman, cameraman for Universal News Reels, who said that no one could ever get him into a glider. The other day he squeezed his 200 pounds into a Franklin. After twenty minutes of towing on Muroc Dry Lake, he was flying a few feet off for the full length of the dry lake bottom, which is seven miles long. Now he is so enthused about gliding that he wants all his friends to try it.

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SOARING IN SOUTHERN CALIFORNIA

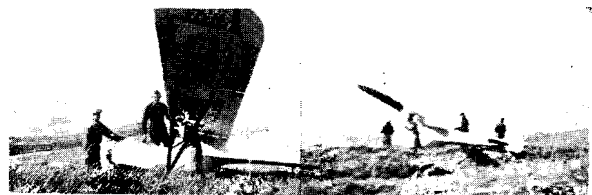
A typical day with a Los Angeles Pilot
by Gerald A. Casey

HO, HUM! . . . go 'way, I know it's Sunday and I want to sleep. What's that? The storm is over? Why didn't you say so! Our warm front has passed leaving a clear, cool morning with a fresh northwest wind, which means soaring at Palos Verdes hills. This popular soaring site is located 15 miles south of Los Angeles. High rolling hills run North and South with a 1,000 foot drop to the beach.

We arrive on the scene just as Jay Buxton is preparing to assemble the "Transporter". I notice as we climb that the temperature is dropping and the wind increasing which indicates that the slope wind will be exceptionally good.

Our take-off point is on the southern end of a smaller ridge, atop the main slope. During this time the wind velocity has reached about 25 m.p.h. The minimum flying speed of the Briegleb Utility is nearly the same, so the take-off should be a simple matter.

After fastening the safety belt, I give the signal to start. Two men on each tip take a few brisk steps forward and let go. I ease back on the controls and we leave the ground after only a twenty foot run. I turn to the right and skirt this small ridge. There is a canyon ahead and off under the right wing appears a steep ledge approximately 150 feet high. There I feel the first good lift. I can easily cross the canyon now and, after a few minutes of turbulent air, I turn out over the bowl and look



Awaiting the wind of
Palos Verdes

Preparing to take off in
Briegleb "Utility"

down fifteen hundred feet to the pounding surf. Here the ship's movement is neither forward nor backward but steadily up.

Glancing at the altimeter, I'm surprised to see it reads 2,800 feet and still the ship goes up. My course of flight is between Malaga cove and Pt. Vicente, a distance of about five miles. A half hour flight, steadily gaining to the top of the lift, brings me up to 4,500 feet. Having no variometer, I feel hesitant about starting cross country, though at the time it is very tempting. All this altitude is lost by a series of pleasing wing overs and various other mild maneuvers.

With Spring and Winter conditions, and using the proper instruments, I feel sure that flights up to and exceeding 200 miles are entirely possible.