

## SOUTH SHORE GLIDER CLUB

Stephen Bennis, Secretary and Treasurer of the South Shore Glider Club operating at Montauk Point, Long Island, N. Y., with their primary, sends word that they are expecting an active season of gliding.

Left—At Montauk Point, L. I.



## NORTH JERSEY SOARING ASSOCIATION

From this active group comes the fine news of a new "C" pilot. Carlton Schaub was launched in a Franklin from Mt. Peter on April 2nd and showed his skill as a pilot by gaining 1,100 feet above the take-off in the first ten minutes. The flight lasted 25 minutes when he had to land in the valley due to a wind shift. Felix Chardon and Pete Bonotau also made flights of from 10 to 12 minutes duration.

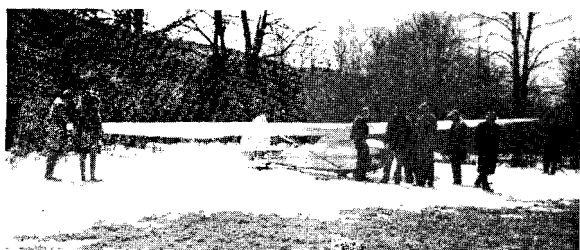
## ELLENVILLE

The scheduled Easter week-end soaring meet of the Metropolitan Soaring Association encountered such adverse conditions that soaring was impossible.

The three ships which arrived, in the order of their appearance, were the Göppingen "Wolf" brought up by Lew Baringer, who was accompanied by his fiancée, Helen McEwan, and Barney Symanski; Felix Chardon's Franklin towed up by Felix and Carlton Schaub of the North Jersey Soaring Association; and the Y Flying Club's "Nimbus".

In addition to the above there were on hand the following enthusiastic helpers: Frank Appar, Leslie Barton, Stanley Hruslinski, Eugene Gwyer, Edward Rogers, Thomas Nilon, and Jack Streeter of the Y Flying Club; Ken Finneson and Fred Miller of the North Jersey Soaring Association; "Sully" and Mrs. Sullivan of the Airhoppers; Mr. Harold Brown, pioneer pilot of Wright Model Bs and present owner of a Taylor Cub, who drove up from Redbank, N. J., and Charles Cleveland of Aviation.

Even the complete lack of soaring and the back breaking work in the snow drifts and icy winds failed to dampen the good fellowship and enthusiasm of this group who set about making plans for a meet over Decoration Day week-end, May 29-31, as a forerunner to the National Contest at Elmira.



The "Wolf" at the Wurtsboro field

## UNIVERSITY OF MICHIGAN GLIDER CLUB

Floyd Sweet has told us that several members of the U. of M. Glider Club were spending the ten days from April 8th to 18th at Elmira to do some soaring. It is very good news to hear that there will be real flying activity on Harris Hill long before the National Contest.

## A TECHNICAL TIP

Milton Stoughton sends us a tip which should be broadcast to all glider pilots and clubs. It is that primary gliders should not be flown with hard wire flying or landing wires. Primaries rigged with hard wire will not be licensed and are not safe for the hard usage to which these ships are put. Milt suggests

that you replace your hard wire with flexible or extra flexible cable. One group which has already taken this step is the Delaware Soaring Association. They have re-rigged their Waco primary and are flying it with the comfortable assurance of greatly increased safety.

## Y FLYING CLUB

Leslie Barton sends us some photos of the English Kestrel sailplane which he is building with two other members of the club, Tom Nilon and Stan Hruslinski. This ship, to which they have devoted most of their spare time for a year, is now complete except for its covering and will be ready well before the National Contest in June.



The Kestrel Sailplane

## SEATTLE

Henry T. Richmond, a new member from the Northwest, sends news of activities in Washington. Being handicapped by a lack of suitable sites on the coast, the boys have been going to the mountains in the eastern part of the state. However, while testing a possible site on the sound recently, V. Jensen was able to fly his secondary for two miles along a 350-foot bluff overlooking the water. He reports that the wind was zero at the time.

Jensen is building a two-place sailplane with a boom tail and Richmond has completed his "Gnat", which is a ship of the Scud I type with a span of 27 feet, wing area of 94 sq. ft. and a wing loading of 3.5. He says it is extremely maneuverable but he finds the sinking speed a trifle high. It has not yet been soared.

## THE FERNANDINA CRASH

(Editor's Note: In the interest of safety and for the information of its readers, SOARING will plan to publish all pertinent facts of glider accidents). As reported in the April issue, the crash of the Florida BDG-1 two-seater training glider occurred at Fernandina, Florida, on March 15th, and resulted in the death of the pilot, Mr. Woodward F. Barnwell. From information received from witnesses and from the Safety Section of the Bureau of Air Commerce, we understand that the accident occurred about as follows:

The glider was towed over Fernandina Beach headed north into the wind with Walker in the front seat and pilot Barnwell in the rear. After reaching an altitude of about 500 feet, Barnwell dropped the tow line and nosed down to gain speed. After descending to about 300 feet he attempted a steep right turn. Evidently this bank was improperly executed as it is apparent that he tried to make too steep a turn, while at the same time applying bottom rudder, which resulted in the glider dropping into a spin from which recovery was not made.

It is further understood that the ship fell into the water about 50 feet off shore and was only slightly damaged. Barnwell had apparently failed to fasten his safety belt and struck the side of the cabin with his head. His passenger, Bert Walker, was unhurt.

## EDITOR'S REQUEST

Your Editor is anxious to include interesting news of clubs and glider owners all over the country and earnestly requests that you send in all information concerning your activities. In order to facilitate exchange between clubs he would appreciate club secretaries writing in, giving all up-to-date information as to address, membership, gliders owned, etc.