

News from Clubs and Members

1937 MIDWEST SOARING CONTEST



Line-up of ships on the beach, 1936
Sleeping Bear Meet

The second midwest regional soaring meet, organized by the Detroit Glider Council under the energetic leadership of Art Schultz, is being held at Sleeping Bear Sand Dune, Empire, Michigan, from September 4th to 13th, inclusive. Last year's meet scored a real success with totals of 97 hrs. and 53 min. soaring by 21 pilots, 5 of whom made their "C" license and 7 of whom qualified for their 5 hr. duration leg of the Silver C, so we have great hopes of hearing of even better results this year. R. E. Franklin is in charge of the Meet and the committee assisting him in its management includes John Nowak, Randall Chapman, and Bill Sherman.



Contestants at Sleeping Bear 1936 Meet

Back Row: Christopher, Badenoch, Wallace, Fischer, Skinner, Laister, Wise, Csizmansky. Front Row: Ely, Terwilliger, Schultz, A.B.C. Trophy, Nowak, Sherman, Zook.

SOUTHERN CALIFORNIA

From the Southwest comes news of humming activity. Members of the Southern California Soaring Association are busy making tentative plans of a future regional meet for the West. Harvey Stephens, with the memory of his and Harland Ross's triumphs at Elmira with their Ross-Stephens sailplane, recently spoke before a group of enthusiasts in San Diego about the possibilities of such a meet. He spoke of the advantages of the Point Loma site and other locations saying that, due to absence of forests in that part of the country, he felt chances for distance soaring were better than at Elmira.

A dinner was held at Mines Field on July 28th to welcome the pilots returning from Elmira. There were nearly 100 enthusiastic participants, including our vice-president, "Doc" Klemperer, who writes that tentative plans are under way for a meet near Bakersfield over Labor Day.

Interesting news comes from San Fernando. Our old friend Hawley Bowlus, announces that he is once again active in the glider manufacturing field. Hawley is bringing out a new utility, to be known as the Baby Albatross, which will be sold

in kit form for \$350.00. It is also available on a ten-unit plan at \$35.00 per unit, f.o.b. San Fernando. Actual performance figures are eagerly awaited.

DETROIT

Received too late for the August issue was the very sad news of the death of Charles Csizmansky in the crash of the L.I.T. two-seater, which occurred July eighteenth at Pontiac, Michigan. His passenger, Chester Wonacott, escaped with slight injuries. Fortunately there were several expert witnesses who saw the accident, which might otherwise have been rather difficult to explain as Chick Csizmansky held a "C" License, a Commercial Glider Pilot's License and a Private Airplane Pilot's License. From Art Schultz we have the following description of what happened. The tow line caught under a boundary light when the glider was about 125 feet high. Chick immediately released and must have received a false feeling of speed, due to the excessive vertical pull which made the air rush up past him, as he tried to turn back into the field without first leveling off. The ship was already stalled before he attempted to turn it, so it immediately dropped off into a spin and made one full turn before striking the ground vertically. Chick was in the front cockpit and Chester in the rear. The ship had been spun previously and recovered quickly but there was no possibility of recovery from such a low altitude.

Again we have learned of a possible source of danger but at far too great a cost.

The false feeling of having sufficient flying speed when actually stalled can easily occur in winch launchings if the pilot hangs on too long. Richard duPont had this experience at Elmira while flying the H-17 and only escaped going into a spin by very quick action.

Art Schultz announces that he is making available to groups and individuals complete working drawings of his A.B.C. Sailplane, which won the Eaton Design Competition at the National Soaring Contest this year, at \$35.00 per set.

LONG ISLAND

The Airhoppers Gliding and Soaring Club of Astoria, Long Island, N. Y., announces an expansion program. We take pleasure in helping the cause by printing verbatim their bid for membership recently sent out to prospects.

AIRHOPPERS GLIDING & SOARING CLUB EXPANSION PROGRAM

Eight National Soaring Contests have come and gone. More Contests will follow. The first eight have added, and future Contests will add, pages to the Annals of American Gliding and Soaring.

The AIRHOPPERS GLIDING & SOARING CLUB, being one of the oldest, if not *the* oldest organization of its kind, takes pride in having played a vital part in the history of the National Glider Movement.

From the time of the Club's foundation in the summer of 1928 through the depression years, the AIRHOPPERS have been faced with many difficulties. While other Clubs fell by the wayside, the AIRHOPPERS came through with flying colors. Fighting hardships has solidified the organization into a group of loyal and congenial members whose slogan has become: ONE FOR ALL AND ALL FOR ONE.

A Glider Club such as the AIRHOPPERS presents a number of problems with respect to organization and administration.

In the main the Club's activities may be divided into two phases, viz: building and flying.

With only a minority of the membership able to cope with the building program, but the entirety of the membership insisting upon flight training and advanced flying, it became necessary to limit the membership in order to create a balance between available flying equipment and the number of aspirants