

# News FROM Clubs AND Members

## CALIFORNIA

### SAN DIEGO

Rolland Fetters writes of the accident at Clark Dry Lake mentioned last month:

"Concerning the accident, which completely demolished the two-place secondary sailplane, 'Sloanlo', and caused injuries to both Woody Brown and myself: The rear seat, which Woody occupied at the time of the crash, remained intact, his injury was caused by the sudden stop and bumping of his head on the instrument panel. It was but a matter of a few days until Woody was feeling back to normal and back at work. As for myself, I am still nursing a badly battered and mashed left leg and foot. The sum of my injuries were: broken, three ribs, nose, ankle and a few teeth; cuts and bruises too many to mention. The cause of the accident is not definitely known, but here is the way it seemed to me, as I was flying the ship:

I had just taken off of the ground, and was still attached to the tow car, flying at about one hundred feet altitude. The tow car swung around the dry lake to the



Rolland Fetters  
Remains of the "Sloanlo"

left and headed into the wind. I had picked up fifty feet on a few bumps, while I was still on the tow line. Flying a little further, I hit a good thermal, so I cut loose from the car and started to make a left turn. I glanced at the instruments and read: air speed 30 m.p.h., altitude 162 ft., and the variometer showed that we were rising between 4½ and 5 meters per second. I had made one and a quarter turns when something seemed to hit the ship and make it tremble from one end to the other. I had just enough time to look at the air speed and noticed the needle making a new trail around the dial, passing seventy m.p.h. with ease, when I heard an unfamiliar crunching and cracking sound. I looked back over my shoulder and saw the left panel fold back against the fuselage. The ship started down in a right dive and then the right panel tore loose and back. Both panels broke about two feet away from the fittings. I tried to pull the ship out of the dive but that was useless, so then I just waited for the ground to come up and get me. It did. This casualty has taught the members of our club a good lesson concerning air currents at the dry lake and will not interfere with my further glider activities."

## CALIFORNIA

### LOS ANGELES

The June 8th issue of the Los Angeles Times carried a most interesting account of another well known film star becoming interested in gliding and soaring. Clark Gable was taken up for a flight in the "Transporter" by Lucretia Buxton, and was so enthusiastic that he wants to buy a glider himself. The Transporter will be used in the film, "Too Hot to Handle", in which Gable co-stars with Myrna Loy.

## CONNECTICUT

### HARTFORD

Elery Clark reports: "A. Valliere is making steady progress on his Albatross, which is 60% complete. Steven Smith, of Bridgeport, has started assembly on a sailplane of his own design. A. H. Pepin and Edmund Morrison expect to start operations with their Cadet by the end of June.

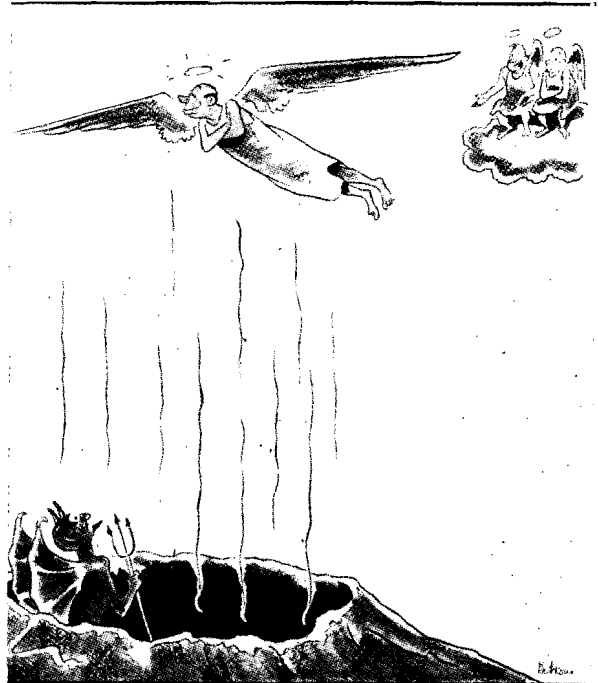
"Eleanor Carver, of Lynn, Massachusetts, has started flight training with the Clark Glider School. Operations of the school have been temporarily moved from Brainard Field to Canaan, Connecticut, grading operations in the zone for gliders on Brainard Field making the change necessary. The airport at Canaan has been made available through the courtesy of its owner and operator, Corry L. Miles.

"The field is excellent for advanced training and gives promise of becoming the soaring center for Connecticut pilots. Slopes suitable for all wind directions are within six miles of the airport. One mountain slope is suitable for northeast to southeast winds. The second mountain is a high plateau with three good slopes, one each for north, west and south winds. Landing fields are plentiful and, according to the residents questioned, roads or trails make the summits accessible. The slopes will be surveyed by airplane towing. Reports of future developments may be expected."

## INDIANA

### WEST LAFAYETTE

The Purdue Glider Club intends to form a summer organization of club members and students attending summer school at the university. Their facilities and equipment are as follows: 240 acre airport, 2 place glider, 4 place glider, power winch, and 6000 ft. of hardened carbon steel wire. Tests are



"Maguire's found one helluva good soaring thermal!" Aviation

being made to determine the tension on the wire in tows and the actual landing speed, sinking speed, and angle of approach of the two ships, with apparatus loaned by the Aeronautics Department of the University. This apparatus was developed under the direction of Prof. Karl D. Wood, Head of the Department. A new 5-meter transceiver, with a speaker, will also be used.

The Club recently elected the following officers for the coming year: President, Webster W. Moore, Rushville, Ind.; Vice-President, Robert L. Buell, Omaha, Neb.; Secretary, Paul Jarret, Indianapolis, Ind.; Treasurer, Leonard Hauprich, Gary, Ind.

## MICHIGAN

### FRANKFORT

Art Schultz, Randy Chapman, and Johnny Nowak sent us this postcard from Frankfort on an expedition to size up conditions for the 1938 Open Soaring Contest. They inscribed it:

"Just a picture of a preliminary soaring meet this spring—note that even in this contest there is a squawker!"

