

News FROM Clubs AND Members

CALIFORNIA

SAN DIEGO

A new sailplane is being built in San Diego by Robert M. Stanley of the VT Squadron Two-B of the Fleet Air Detachment of the U. S. Navy. Stanley is hoping to have his new ship completed in time to bring it to Elmira.

LOS ANGELES

A letter from Doc Klemperer tells of some activity at Palos Verdes on November 7th. Three ships were soaring and Patterson made a flight of several hours' duration.

Jay Buxton wrote to us about his visit to the Torrey Pines Mesa site and also



Hoeflich

Langley and Gough of Soaring Society of Northern California assist Hawley Bowlus of Southern California Soaring Association in load test of Grunau wing.

explains that live group's present predicament. He writes that Harvey Stephens had some hard luck recently while flying at Redondo. He was crowded off the landing field by some automobiles that drove on just as he was coming in for a landing. Harvey had to land in some of the uncleared area and hit a pile of sand that had drifted around some weeds. The impact shattered the front of the fuselage of the RS-1 and Harvey received a good dusting.

LA JOLLA

Woodbridge Parker Brown, author of the interesting article on desert thermals in the December issue, and President of the Associated Glider Clubs of Southern California, with headquarters at La Jolla, has written us of a serious situation that confronts the very active group out there. They have just secured a five year lease of a 25 acre field on Torrey Pine Mesa which has a 300 foot bluff and is ideal for slope soaring, as is evidenced by a total of several hundred hours already put in there. Improvements which they have made include three graded runways, the longest of which is 1,500 feet.

Under a new ruling of the Bureau of Air Commerce, unlicensed aircraft are forbidden to operate on a federal airway. This site is only four miles from the center of the Los Angeles-San Diego Airway which is considered 50 miles

wide, and so it suddenly becomes unlawful for most of these fellows, who have been unable to get their ships licensed, to operate at this most promising site. They have appealed to us to do something about it and, already spurred on by a similar letter from Art Shanly, of the Toledo Glider Club, we have gone to bat on this question with the B.A.C. With the helpful cooperation that we have had recently from the Bureau, we are hopeful of getting this very unfair situation straightened out with the least possible delay.



DELAWARE

Ted Bellak reports that his Delaware Soaring Association has enrolled Captain Harold H. Brown, one of the oldest and most loyal members of the S.S.A., as a student. This makes Captain Brown, who is 65, probably the oldest living glider pilot, as well as airplane pilot. Owner of a Wright Model B in 1911, he recently learned to fly again and



Thompson

Ted Bellak, left, gives some instruction to Captain Brown at Bellanca Field.

is now the proud owner of a Cub airplane with which he flies regularly from his home port at Red Bank, New Jersey, to New Castle, Delaware, to do his glider flying at Bellanca Field. Perhaps we can now expect to see him as an enthusiastic contestant as well as an interested spectator at the various soaring meets this year.



FLORIDA

SPEECH AT MIAMI

Lewin Barringer flew to Miami, Florida, in a new Army Douglas O-46A observation plane to give a talk on soaring before the annual convention of the National Association of State Aviation Officials at the Miami Biltmore on December 2nd. This talk, which included a

showing of the S.S.A. films, was made at the invitation of Major Gill Robb Wilson, President of the N.A.S.A.O. and Director of Aviation for the State of New Jersey. Great interest was shown by the delegates who are in a position to give motorless flight in this country a real helping hand. Major Wilson, who is a real believer in the value of gliding and soaring, said he felt that this talk opened up their eyes to the extraordinary possibilities and gave most of them a real desire to help encourage this fine sport.

Before your General Manager left Miami, he was able to get the new regulations for glider pilot licenses straightened out with officials of the Bureau of Air Commerce so that we can now expect them to be published as they appear on the inside front cover of this issue. We feel that this is an important step in putting the sport on a more secure footing of safe and sound operations.



MICHIGAN

The new XYZ Soaring Club of Michigan reports through its energetic secretary, Helen Montgomery, that the club has purchased a new Franklin PS-2 from R. E. Franklin. Elmer Zook and Lyman Ward went to Trenton, N. J., for it during the Thanksgiving holiday and are now training with it. Two new members of the club are Stephen Sund, of Detroit, and Miss Audrey Riggs, of Ypsilanti.



MASSACHUSETTS

Our good friend, Parker Leonard, of Osterville, who has been active in gliding and soaring for a number of years, and Howard Blossom, have bought the Goepfingen I (Wolf) intermediate sailplane from Paul duPont of Wilmington, Delaware. Parker expects to use this ship, which is the one with which Richard duPont made the distance and return flight in 1936, to explore thermal soaring possibilities on Cape Cod.



OHIO

THE STORY OF A COMPLETE FLYING CLUB IN CINCINNATI

The Cincinnati Albatross Birdmen, Inc. in its early years known as the Western Hills "Y" Albatross Glider Club, was organized in April, 1930. At that time the group consisted of model airplane builders (all boys between 14 and 18 years of age) who in their time