

after school built their first ship, a N.G.A. primary glider, which was officially dedicated at Frank Airport, Western Hills, August 17, 1930.

The club grew rapidly in popularity and enthusiasm waxed high, for in a short time the membership grew to forty and the need for a new ship was evident. In the winter of 1930, a cracked Detroit Gull primary was purchased, re-designed, and rebuilt into a secondary trainer. This same ship was flown by the club in Cincinnati's first glider meet and won five of the seven events.

Experiments with radio communication between the student and base of operations took place during the summer of 1932 to facilitate the advanced training of pilots. As the members became more proficient pilots, the club looked forward toward one of its goals, the purchase of



Left to right: C. Price, B. Helvice, W. Clark, B. Fisher, E. Hasemeier.



Our winch towing device, designed by C. F. Hagemann.

a soaring ship. Previous to the purchase of this sailplane, a suitable soaring site had been acquired on which a hangar and general headquarters were erected. Arrangements were made with Dr. Gross to bring his two-place sailplane "The Sky Ghost" to Cincinnati for a demonstration and also to test the possibilities of soaring flight here. This demonstration, which took place in December, 1932, resulted in the club's purchasing the ship. A soaring flight of an hour and 33 minutes duration proved the possibilities of the terrain.

The advantage in having the soaring plane was almost offset by the difficulty in towing from the ridge, until on June 4, 1933, launching with a winch tow machine, designed and built by members, was inaugurated. This same power winch is still used by the club for launching purposes. Many soaring flights have been completed from our ridge which faces west and north; the longest flight to date having been made on October 27, 1934, with a duration of 2 hours, 33 minutes and an altitude peak of 3,200 feet, the flight being terminated by the intense cold which prevailed throughout the day.

In 1935, the club visited Purdue University and participated in their intercollegiate meet.

On July 1, 1936, the club was reorganized as the Cincinnati Albatross Birdmen, Incorporated, with its aim, as always, to promote sportsman flying. The Birdmen purchased a Taylor Cub Airplane in August 1936, thus completing the full training facilities of both motorless and motored flying.

At the present time, the Birdmen are purchasing a four-place cabin Waco to give advanced instruction in motored flying.

The following members have acquired their "C" license: Carl F. Hagemann, Bruce Helvie, Arthur Bidlingmeyer.



## PENNSYLVANIA

### PHILADELPHIA

Lewin Barringer has sold his Minimoa sailplane which was damaged in the accident at the Eighth Annual National Soaring Contest last summer to Chet Decker. Chet came to Wings Field on December fifth to take delivery accompanied by Warren Merboth and Felix Chardon of the North Jersey Soaring Association. He expects to make the necessary repairs in time to take the ship on the Texas expedition in April.

The same day Wis Brown made another airplane tow in his Wolf, going this time to nearly 4,000 feet before releasing. Lewin Barringer later used his ship to make preliminary tests of a new winch built by Sam Freeman of the Wings Soaring Club.

### PITTSBURGH

The November 15, 1937, issue of *The Carnegie Technical*, a publication of the undergraduates of The Carnegie Institute of Technology in Pittsburgh, contains an interesting article on the last National Soaring Contest by Vic Saudek.

Under "Predigested Paragraphs" in the same publication is news about the Carnegie Tech Glider Club. The program of this year includes completion of repairs to the "Flying Anvil" sailplane and the construction of a Haller Junior-Hawk, and intermediate sailplane for light winds. This ship will have a span of 46 feet, weight of 253 pounds empty, and a cruising speed of 33 m.p.h. Minimum sinking speed at maximum glide is said to be 2.2 feet per second. Construction will be of wood and a stress analysis will be made to determine the safety factor in doing aerobatics with this ship.

Flight training is being given with the "Skybo", a Zoegling primary at the Pittsburgh-Greensburg Airport by auto tow. The officers of the club for this year are: Victor Saudek, President; Harold H. Patton, Vice-President; Ernest J. Heldmann, Secretary; and William M. Eichleay, Treasurer.

## COLORADO

### PRIMARY GLIDER VS. PIKES PEAK

by Thurman Lewis Kinch

Soaring at 14,000 feet above sea-level, where the lifting power of the atmosphere is considerably diminished, is a feat rarely accomplished by high performance sailplanes.

Anything less efficient than these is not thought of for that kind of flying. However, the slopes of the famous Pikes Peak deflect a prevailing wind from off the Pacific, sending currents shooting up at velocities ranging from ten to ninety miles an hour. Being only a very ordinary glider pilot, I figured any kind of a "muslin duck" with enough wires to hold it together could soar where there were such conditions. So I hauled out my little Primary and . . . yes, I said Primary! Don't gape at me like that, fellows. Want to make me feel guilty of a breach of ethics, or something?

I loaded the little Primary on its red cart and took off for "Pikes Peak—Or Bust"! "Truth is a thing of beauty", say the philologists. Maybe the trouble was all with me, but when I regained consciousness after a thorough-going crack-up, and viewed the world from a hospital bed, I failed to appreciate the beauty of that "bust" business.

With the idea of a glider flight from the Peak slopes in view, I studied the air currents over a plotted course and finally decided that a trip from the summit, through the turbulent air to the plains, was possible with a margin of safety.

"But you haven't got a glider," shouted my flying mates.

"So that's a box-kite we've been pilot-in around this lot all summer, eh?" I stepped back to appraise the club's Primary. "Round off those stub wings," I said, "nail on some more wire to hold 'em to the fuselage and a pilot could fly that crate to glory!"

"Right!" was all they said.

As usually found in extremely rugged terrain, the wind currents in the Pikes Peak Region vary abruptly in direction and velocity. While they make possible many sites for slope soaring, they are also accompanied by down-drafts of dangerous speed and depth. Pikes Peak is a barren slope rising three thousand feet above the timber-line. Its summit is eight thousand feet above the nearby plains and is isolated by many miles from mountains of comparable height. Deflected by this vast area of rocky slope, the Pacific Westerly produces an evenly flowing up-draft of "solid air". As it flows past the summit and tumbles down the leeward slopes, it becomes a raging vortex providing hazardous flying for the pilot getting caught within its confines.

Deviation in the contour of the windward slope will cause numerous cross-currents on that side of the mountain, but a pilot need fear no "sink-holes", for even these irregular currents will exert a

(Continued on Page 13)