



Photos by Hans Groenhoff
Above: Willy Placek taking off in gull-wing Franklin.
Below: Looking N.W. from Mt. Meenagha.

safety of operation, in the valley, and the possibility of slope soaring down a tremendous, long, continuous ridge offering plenty of Silver C possibilities, I will chiefly concern myself with describing it. The exact location of this field is latitude $74^{\circ}27'W$ and longitude $41^{\circ}36'N$. It is east of the main highway running from Kingston, N. Y., through Ellenville and Port Jervis, two miles northeast of the town of Wurtsboro. The field is 560 ft. above sea level and is covered with sod, and irregular in shape. There are four runways: 2300 by 100 ft. N/S; 3400 by 100 ft. NE/SW; 1750 by 100 ft. E/W; 1650 by 100 ft. NW/SE. Bordering the field on the southeast is a stream, small clump of woods and tracks of the New York, Ontario and Western Railroad, located at the foot of the steep slope of the main ridge, which rises at an angle of approximately 45° . Near the end of the NE/SW runway and at the northeast corner of the field, there is the small wooded hill already mentioned. The field is owned and operated by Mr. Lee Helm, who has been extremely kind and helpful to the soaring pilots who have used it.

The Airhoppers are completing a new winch, which they hope to use at this site this coming summer, and they expect to have a very active season with their new all-metal two-seater now being built for them by the Schweizer Brothers of Peekskill, New York. They are hoping that owners of high performance sailplanes will come up there on week-ends this spring and see for themselves that taking off in a valley and climbing up the side of a mountain can be even more thrilling than the more usual procedure of being launched at the top. It seems that, among other things that can be accomplished here, would be some real altitude flights, as it should be entirely possible to take off, as Emil did, in his comparatively low performance craft, and soar northeast along the ridge, which extends over 2000 ft. high above Ellenville, where it might be possible to catch some strong thermals and go up on into the cumulus clouds, having the great advantage of the 2000 ft. from the valley upward. This is still the most promising site within easy distance of New York City, as it is a run of 80 miles over excellent highways.

National Conference

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ing on February 11th, they would have heard the reading of the Treasurer's Report for 1937. The total budget for last year was considerably more than TEN TIMES the amount of money received from individual members in dues. It has been our rather thankless task to have to raise, from public minded citizens, part of this sum of money, to help carry on our work. If each member, who has a feeling that he is not getting a fair deal from the contest management, could sit down with us in our small office and go over the books of the Society, and see where the money is spent, we feel that they would go forth, feeling that they should not have criticized but should have been really thankful that we have been able to raise these sums to help stimulate their activities. As it is impossible for the great majority of our members to visit our headquarters in Philadelphia, we are extending an invitation to anyone who cares to do so, to write in and ask specific questions as to the conduct of the Society's affairs. We will be only too glad to answer any and all questions.

It is our most earnest desire to make our members feel that this is their society, being run by them and for them, with the broadest views of promoting the incomparable sport of soaring, from a national viewpoint. It is very encouraging to us to be able to feel, as we do, that the greater majority of the delegates who attended the First National Gliding and Soaring Conference have that feeling. We wish to tell all of our members and all those interested in motorless flight that this will continue to be our policy, but that we will only be able to carry out our program to do the greatest good for the greatest number if our members will write in and give us their views, suggestions, and opinions as frequently as possible.

Glider Degravitation

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car ceases to labor. Full power is continued at this point until the glider can be seen climbing, depending on the wind. Speed is then reduced slowly until the rope of the glider is at an angle of about 45° with the ground. From here on, a much more rapid deceleration is used until, at the top, the motor is barely turning over. This practice not only allows high air speeds at the top of the tow, but also lets the pilot know that he is nearing the end of his climb. Since the motor is turning over very slowly, there is no tendency to pull the glider down.

Very often, winch tows are out of rough, woody fields, and the rope quite frequently gets caught on roots or other obstructions. If this occurs near the glider, the best thing to do is slowly to cut the speed until the pilot realizes something is wrong, noses down and releases. Continued towing at the same speed would eventually pull the glider down quite sharply if it reached the point where the rope was caught. If the rope gets caught near the winch, it is not generally detrimental to the pilot, since he will have reached a good height before it becomes dangerous.