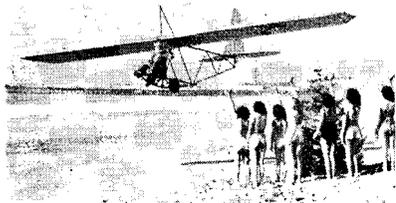


## News FROM Clubs AND Members

### CALIFORNIA LOS ANGELES



Come out from behind those whiskers, Don—we know you!

Our old friend, Don Stevens, is always popping up, doing the most extraordinary things with gliders. Although not all of his stunts for the movies are calculated to give the public confidence in the sport, his latest one of playing the part of a flying Santa Claus for the benefit of the movies and a crowd of bathing beauties must have been not only good publicity, but extremely funny. We will let Don tell his own story about it.

"A Christmas tree was set up on the beach about 75 feet from the water, and about seven girls were stationed around it. I used 1400 feet of wire and took off, towing towards Ocean Park, which is just one mile from Venice. I started to climb, Santa Clause outfit and all, and everything was fine 'til I looked back to judge for the return flight, and the whiskers flew up into my face and I couldn't see a thing. I finally pulled them away and cut loose at about a thousand feet, made a vertical bank and headed back over to the tree. After some steep spirals, I waved to the girls, then headed out to sea. As I banked her around, the whiskers again flew up into my face and I had a heck of a time for a few seconds. Straightening around, I saw I had too much altitude and was going to overshoot the tree. (The idea was to make a spot landing right up to the tree and present gifts to the girls.) I was coming in tailwind from the sea to the shore and was far too high. I started to slip but the whiskers flew up and blinded me, so I pulled her right up to a stall and let her settle and then dived and levelled out about twenty feet from the water. I looked ahead and saw I had a space of only about 100 feet long to land in, tailwind, and going like the proverbial bat. I dunked her in the ocean just ahead of a breaker to kill my speed and, boy, did I get wet! I landed just on the edge of the shore and, as I rolled uphill doing about 30 m.p.h., the girls came running out to greet me. I dropped a wing to miss one girl and yelled at two more to duck. As the glider ground looped around the tree, I knocked the newsreel cameraman's hat off with my wing and, when the glider stopped, the nose was inside the tree and Christmas decorations were all over me. I was certainly glad to be down safe, with nobody hurt, but I want to tell you I had my hands full for awhile. With the whiskers flying in my face, my hat coming off every few minutes, my Santa Claus bag flapping against the aileron wire, landing

tailwind coming in from the ocean, and having to stop in 100 feet or fly into the cameraman and crowds, and the beautiful young girls all over the landing field—well, I was certainly glad it was all over!

### CALIFORNIA REDLANDS

Dan Sanborn writes that he is working on the design of a new high performance, mid-wing, two-seater sailplane of 60 ft. wing span, which he hopes to find time to build in the next year or so. He says that, from his experience with his present ship, the Grunau 8, he has come to the conclusion that a two-seater sailplane is the ideal equipment for teaching soaring, for arousing public interest, and deriving the maximum pleasure from the sport.

### CALIFORNIA SAN DIEGO

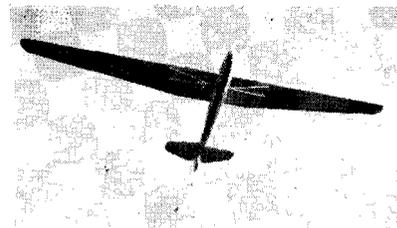


Photo by Fetters

Carl Goler in ship designed and built by himself.

Rolland Fetters sends us news of the Associated Glider Clubs of Southern California, which would seem to give this group fair claim to being one of the most active gliding and soaring clubs in the entire country.

Rolland's two-place training glider, which was built by him in 1931, with the help of Steve Kecskes and Ernest Stout, has a span of 50 feet. It has a 10 x 3 airwheel built into the skid and has probably been used for more dual instruction than any other ship in Southern California. Flown solo, it has been soared for more than eight hours.

Other interesting ships in the group include Carl Goler's sailplane, which he designed and built himself; another sailplane built by Goler, Vernon Yates and George Palmer; Woody Brown's "Swift" and a Bowlus sailplane owned by Frank Graham and Jim Gallagher; a side-by-side two-seater owned by Bill Baker, Bob Winters and Ed Roberts; another Bowlus, flown minus center section, by Jerry Litell; a tailless ship designed by Dave Robertson, Charles Freel, L. T. Kittridge, and Rolland Fetters, and built by the San Diego High School; and Dick Essery's veteran Waco primary.

Under construction at present are a high performance sailplane being built by Robert Stanley; a Grunau by Bill Stackhouse and the indefatigable Rolland Fetters, (a picture of Hawley Bowlus load

testing the wing appeared in the January issue); a sailplane by John Robinson; and a two-place, high performance sailplane just being finished by Woody Brown. Just as you have about run out of breath with astonishment at such a fleet, Rolland adds that the club has recently been given a secondary and a sailplane! These have not yet been received



Photo by Morrison

Mary Wind receiving instructions from Rolland Fetters.

and he promises to send us pictures and descriptions of them as soon as they arrive.

The Associated Glider Clubs of Southern California have written to the Bureau of Air Commerce and applied for a certificate of non-application to the new regulation prohibiting the flying of unlicensed aircraft on a Federal Airway. When we appealed to the Bureau of Air Commerce on behalf of those groups who were affected by this ruling, Mr. R. S. Boutelle, Chief of the General Inspection Section, advised us to take this action, so we now send the word to all others whose activities may be stopped by this new regulation.

### DELAWARE WILMINGTON

One of the big hits of the Washington Conference was the showing of Richard duPont's colored films of last year's National Contest. Albert Rosse, of the Airhoppers Club, has just sent us a very good snapshot of Richard taking these pictures at Elmira.



Albert Rosse

Richard duPont at Elmira

### INDIANA PURDUE GLIDER CLUB

Frederick Eade, Secretary of the Purdue Glider Club, writes us something of the club's activities:

"Although winch data was collected as early as 1934 and 1935, it was not until