last year that we built and operated a winch. It is, in the main, a simple adaption of the Ford Model 'A' chassis parts, using a built-up metal drum (internally braced by a solid wooden core), and has launched successfully many types of gliders at Benton Harbor, Michigan, soaring contests, as well as our own ship, a Gross F-5 four-place.

"The Gross F-5 is now being reconditioned while we proceed to flight test and operate the Moore two-place utility, which is shown taking off. This ship is carrying an experimental license, since we must carry a license to operate in this vicinity, and we are still developing the design. This design has remarkable take-off and landing qualities and its ease of handling in the air suggests good training possibilities for the inexperienced pilot. It is equipped with dual controls. After our experiences with multi-place gliders, it is doubtful that we will ever sanction elementary glider training in single-place ships. The risk of the ship and the pilot is added to the strain on flying equipment and to the extended length of training period necessary with such a ship.

"Through our connections with the Aeronautical Department of Purdue University, and the Manager of the Purdue Airport, we expect shortly to have access to the local flight-path testing apparatus for checking landing and take-off characteristics of the Moore Two-Place. Flight-path and endurance data will be kept to ascertain the various effects of several structural and loading experiments, which we are carrying out at this time."

Winch take-off of W. W. Moore in Moore Two-place Utility.

MICHIGAN
DETROIT

We certainly appreciate the way Secretary Helen Montgomery keeps us informed of the activities of the XYZ Soaring Club of Michigan, and hope some of the other secretaries will follow her example. A recent letter tells us—

"The XYZ Club has not curtailed activities, in spite of the poor gliding weather recently. We've been training at Pontiac every Saturday and Sunday, and the rookies are making satisfactory progress in the art of learning to fly. Last Sunday we transported our Franklin to Lake St. Clair, near Mt. Clemens, and persuaded Art Schultz and Johnny Nowak to accompany us with the A.B.C. sailplane. The ice was in good condition and the weather fine for gliding, although it was rather late in the afternoon when we finally got our wire untangled and ready for towing. The ice was dotted with sails and skaters, and special precautions were necessary to keep out of the way of the iceboats. However, we found a good area where we could tow for approximately three miles. We were able to get much more altitude than we can at the airport, and each pilot enjoyed his flights very much. We were out there until after dark and, needless to say, famished when we finally groped our way off the ice and into a restaurant in Mt. Clemens.

"Our latest efforts have taken place on Anchor Bay between New Baltimore and Selfridge Field, a towing distance of about five miles. We used a wire about 6000 ft. long and attained a maximum altitude of 3600 feet. We believe this to be an unofficial world's record for altitude attained on a tow line.

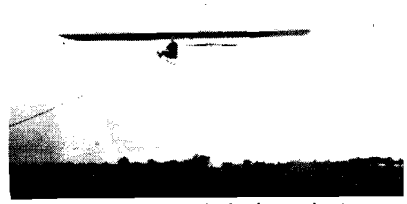
"Elmer Zook is the pilot who attained this maximum height on a flight which took place Saturday, January 15th. At 3600 feet, he was still climbing, but the wire broke and forced him to be content with that much. On previous attempts, he had attained heights of 3300 and 3500 feet. L. D. Montgomery went up to 3050 feet on Sunday, January 16th, although visibility was poor and there seemed to be a reversal of the wind direction at about 2200 feet. My highest flight was 2800 feet on Sunday, January 8th. These were all made in the Franklin and the altitudes were measured on an accurate aneroid barometer.

"Our activities have aroused considerable interest in and around Mt. Clemens, and among the pilots of other clubs. One unfortunate incident occurred: a skater became entangled in our tow wire as it was being dragged behind the tow car back to the starting point, and was slightly injured. It is very difficult to watch a wire of so great a length, but we are using every precaution to prevent any further occurrences of similar incidents. We have planted small red flags along the route taken by the tow car when launching the glider.

"The students are very enthusiastic about the results they are getting from training on the ice. It gives a much longer run for ground towing than any airport could furnish. Our beginners are now taking the ship a foot or so above the ice."

NEW YORK
ALBANY

From the capitol of New York we hear that Albert Landon Hurd has become all steamed up and enthused about gliding and soaring from reading the story, "Cloud Rider", about Richard duPont. That Albert has the real spirit of this great sport is shown by the fact that he gets up early in the mornings to get in an hour or so of flying, as that is his only opportunity to do so. His club, "The Capitol Aviation Society", organized in 1935, now owns a Waco primary. This ship was flown with success all last summer.



Albert Hurd climbing the Waco.

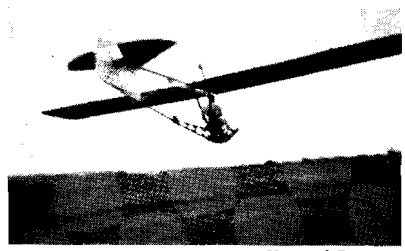
NEW YORK
MAINE

Word comes from Earl H. Ingals, a member in Maine, N. Y., of a club known as The Nanticoke Valley Soaring Society. This group has a Zögling primary with trailer, and is hoping to buy or build a more advanced ship in the near future. There are several good fields in the locality and possible soaring sites are not far distant.

OREGON
PORTLAND

Clyde Cameron writes us of his activities with one of the few ships in his state. It is of his own design, except for using the Mead Challenger's airfoil section, and is registered with the Bureau of Air Commerce as a Cameron-Mead Challenger secondary glider. This ship, which took him 3½ years to build, has a span of just under 40 ft., weighs 140 pounds empty and has a gliding angle of almost 14:1. To date Clyde has made more than two hundred flights with it, ranging from 10 seconds to 2½ minutes duration. The longest flights were made from auto tow to a height of about 250 to 300 feet.

He writes of a possible soaring site, known as Rocky Butte, which needs only some clearing down at the base of the slope. His proposal to have this work done is being considered by the head of the Portland Chamber of Commerce. Several people out there are interested in getting together and building a high performance ship, which would do a great deal to stimulate activity in the Northwest.



Howard Burnette

The Cameron-Mead Challenger.

PENNSYLVANIA
PITTSBURGH

Vic Saudek, of the Carnegie Tech Glider Club, writes:

"Nine members of the club ducked out to Greensburg Airport on January 6th, and we made a few ground tows in our Zögling primary, 'Skybo', just to get a couple of the boys started in their training. With the exception of the temperature, which was 45 degrees F., the conditions were milder than at any time during the preceding summer. The field was soft in a couple of spots, and those of us who made tows had some tire-flung mud hit us behind the ears.

"On January 11th, August Raspet showed his color slides of the Eighth National Soaring Contest to an assembly of the students of the Mechanical Engineering Department at Carnegie. We liked them very much.

(Continued on Page 13)