

News FROM Clubs AND Members

CALIFORNIA

ARVIN

Alfred Linfoot Smith sends us this account of a Gliding and Soaring Meet of the Southern California Soaring Association, over the Labor Day weekend, September 3, 4, 5.

"Among the pilots attending the Meet were Jay Buxton, Doug Hugill, John Robinson, Woody Brown, Dick Essery, Jack Ludowitz, Andy Flicker, Volmer Jensen, Harvey Stephens, Howard Morrison, Bob and Walt Heidleman.

Hawley Bowlus, discoverer of the "Arvin Site", was present to witness and assist the activities. His original "Baby Albatross" was in Michigan, attending the Contest there. Many of these new ships are being built to supply the surprising demand for such a craft.

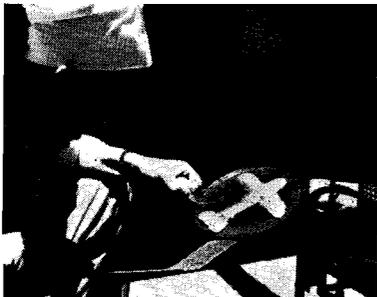
The public interest in this meet was very good, as shown by the large number attending, despite the small amount of publicity given out.

The ships being flown were: Jay Buxton's "Transporter", John Robinson's "Robin", Harvey Stephens' "Ross-Stephens I", Volmer Jensen's "Silver Bird", the Heidleman Brothers' utility, and the Studio Glider Club's "BG5".

Saturday, the third: 14 flights, ranging from four minutes to two hours, with one flight over 5000 ft. high, made from auto-tackle tow by John Robinson in his "Robin". Jack Ludowitz made his first real soaring flight and won his "C" license by "polishing the ridge" for forty-one minutes.

Sunday, the fourth: 30 flights, ranging from two minutes to nearly two hours. Conditions were very poor, but many short passenger hops were made in the two-place "Transporter", introducing many new friends to our wonderful sport.

Labor Day, the fifth: 32 flights, ranging from two minutes to three hours. John Robinson again went over "Bear Mountain", over 5200 ft. in height. Two "C" flights were made by Walt Heidleman and Dick Essery, with Jay Buxton as official observer.



Fred Barnes maneuvering his "Flapjack".

LOS ANGELES

From Jay Buxton we have: "Robert Bailey and Fred Barnes, unable to go to the Contest at Elmira this year,

put on a contest of their own, while vacationing in the mountains. Fred walked away with first dough, with his high performance ship, "Flapjack", a plan view of which is shown on the hot spot landing field. Fred was a little off on his analysis, so, with a heavy wing loading, the first ship from the jig was lost, as the fuselage buckled doing a wing over.

Bob brought home the bacon, so a swell time was had by all.

Fred's appetite for gliders being unsatisfied, he flew a Porterfield to see them in action at the National Air Races at Cleveland."

SAN FRANCISCO

The SSNC reports several good flights from the Altamount Pass Site. On July 10th, Gil Walters flew his "Pegasus" on two flights of 59 min. and 1 hr. 10 min. Two way radio communication with the ground was successfully maintained, with equipment set up by Davis and Hardwick, two experts in this field. Walter's maximum altitude, which he reported to the ground, was 1200 ft.

Out again on July 24th, Walters was joined by Steves and Weiner, who flew the Steves-Doyles secondary. Longest flight was 1 hr. 4 min. Work is going ahead on Langley's and Gough's Albatross, which they hope to test fly in a few months.



MASSACHUSETTS

NORTH TRURO

No fear that the grand sport of soaring will fail to receive proper public attention in this state, while Parker Leonard is about. Parker's latest flight to make headline news was on August 8th, when he kept his Wolf up over the two-mile dune for 7 hr. 1 min., to establish a new Massachusetts endurance record. This flight bettered, by nearly three hours, the former mark of 4 hr. 5 min. set by Peter Hesselbach, the German, ten years ago. Parker took off at 1:15 p.m., by auto tow on the beach, and landed at 8:16, when forced down by fog and darkness.



MICHIGAN

FRANKFORT

The name of Frankfort is destined to appear in these pages, not just once a year, as a site for a national or regional contest, but all through the year, as a result of the local interest stirred up by the 1938 American Open Soaring Contest. Jim Smiley reports the formation of the Frankfort Soaring Association and the purchase of a Franklin utility from Felix Chardon. Luckiest break for

this new and enthusiastic group was the decision of Stan Corcoran to stay on in Frankfort, where he now has a job, which will enable him to devote his spare time to initiating new pupils into the thrills of motorless flight.



NEW YORK

ENDICOTT

Howard E. Burr, of the new Tri-Cities Soaring Society, reports real activity on the Tri-Cities Airport nearly every evening and week-end through the summer. Until recently, they used a nacelled Zoegling, loaned by Bob Hyde, their President, and former member of the Elmira Glider Club, who is also acting as instructor. The twenty members are now using the long wing Franklin, recently acquired from Warren Merboth. Best flight to date was 12 min. 45 sec., on a thermal caught by Bob Hyde on releasing at 600 ft.



LONG ISLAND, N. Y.

HICKSVILLE

From Art Ramer we have a first hand account of the tragedy that occurred on August 13th, when Walter L. Dusenberry spun in while flying solo with the new Schweizer two-place. His injuries caused his death three days later.

"On Saturday, August 13th, we put in about 15 flights, several of them above ten minutes and the average flight about five minutes. On one of the flights, Walt Dusenberry and Emil Lehecka had soared for about 15 minutes and come in to let Walt go up solo for his "C" license. Unfortunately, he did not catch anything the next flight and other members took their turns at flying the ship, receiving dual from Emil Lehecka, if they had not been checked out. Along about 7 p.m., we had evened up the flights and were going to quit and tie down the ship for the morning. However, conditions still looked good and it was possible to make five-minute flights from the 500-600 ft. we were getting on the winch tow. We decided to make another flight apiece, and Walt Dusenberry started the round going. He was towed up to about 500 ft. and cut loose. He spiralled several times in what appeared to be lift. He then appeared to be making his approach for a landing and got over the edge of the field with about 75 ft. altitude and, apparently thinking he was too high, decided to make another 360, and started to do so. The turn was very slow and those of us on the field could see what was coming. He completed the turn and, just as he was facing directly into the wind, the ship stalled and fell off into a right spin. It appeared as though he stopped the spin before hitting the ground, but did