

# News FROM Clubs AND Members

## CALIFORNIA LOS ANGELES

Here is a line of chatter regarding our contest.

The pilots participating in the Western Soaring Contest will really have to strut their stuff April 8-9 and 15-16 to compensate for all the preparation. No work has been spared to put the hill in first class condition, even a mile of fencing being put up to keep cars and spectators off the field. Over a half square mile of area has been hand picked of all rock, badger and squirrel holes have been filled, and of six big oak trees, but one remains as the boys got sentimental about an eagle's nest in it. After a day of making little ones out of big ones, the he-man members went to Arvin or Bakersfield and talked the powers-that-be into grading miles of road, a fan of landing runways, a special rope retrieving road and dynamite by the box. With good soaring weather prevailing most of the time, it was hard to keep some of the gang from going home to get their ships. Every week-end sees flyers and non-flyers mixing pots, pans, picks, shovels, bedding, and grub for a week-end of strenuous field work on the Kern Mesa.

With the meet a month away, the field is ready for the spring rains to settle the graded dirt, so it looks like hard, smooth runways are assured. The American Legion has promised a really good chuck wagon, so no one need throw the dog by eating in Arvin or go hungry from his own cooking.

If some of the eastern buyers of Baby Albatross Kits don't get their parts, there is no cause to worry, as Bowlus has his crew working overtime to get five ships ready for the contest. Woodie Brown's was finished a few days ago, and he was in such a stew to get it in the air, he couldn't bother with a set up check at the factory, but took it immediately to San Diego. At Torrey Pines, he soared it an hour and a half on its first flight, some test hop! Woodie soared above Johnnie Robinson in his Grunau wing Robbin that has made over ten thousand feet altitude. With this kind of performance, it looks like a waste of time to haul the prize money past Bowlus' shop to Bakersfield.

About twenty-five ships have entered, but as usual, perhaps only twenty can really be counted on to show up. So far, Lucretia Buxton is the only feminine contestant to sign up. A few of the mystery ships under construction for so long are expected finished in time to compete, and the builders think they will pop our eyes out. Corcoran will be missed, as he strayed to Frankfort and remained to build gliders (sailplanes to him) when he is not streamlining snow balls. Bob Stanley has turned traitor by deserting California for Florida, where he is blind flying instructor for the Navy.

Max Archer is rigging up a house trailer with radio equipment for field work, and, by special arrangement, local forecasts as well as the regular air line weather reports prepared by Professor

Krick of Caltech. Several months ago, application was made to the C.A.A. for licensing Transporter for special radio equipment. This equipment is all ready, and it is hoped this work can be legally carried on at the contest, as well as later.

The contest has been set back a week to April 8-9 and 15-16 to better take advantage of the wild flower display, as it is expected they will be at their best about this time. Thousands of cars make the hundred mile run from Los Angeles for the special purpose of reaching the extensive fields of Lupin, Paint Brush Buttercup, and desert flowers. These flowers spring up after the late rains with warm weather and all bloom at the same time, so thousands of acres of them are out at one time, last a few weeks and as quickly pass. Last year, the flower lovers greatly increased the number of spectators at that contest.

JAY BUXTON

## ILLINOIS WAUKEGAN

Ero Sihvonen sends the following information regarding activities in Waukegan:

"We are about to begin construction on a sailplane designed by a friend of mine, Stanley Narbutas, who has become very much interested in gliding and soaring. The ship has been so designed that it will have high enough performance to be able to soar in light thermals over flat terrain such as we have in this vicinity and still be low in cost and fairly easy to construct. The ship is a high wing monoplane, single strut braced. The wing is elliptical in plan form. Single spar construction is used. Here are some of the specifications:

Span ..... 45 ft.  
Area ..... 162 sq. ft.  
Aspect ratio ..... 12½  
Length overall ..... 18½ ft.  
Gliding angle ..... 23  
Sinking speed ..... 2 ft./sec.  
Weight (approx.) ..... 250 lbs.

"If our plans work out as we hope, we may have the ship ready for the Frankfort Soaring Contest.

"I would like to hear from persons interested in using geodetic construction in sailplanes. I believe it has a great future in glider construction."

## MICHIGAN FRANKFORT

Dayton Hardy, of Frankfort, takes a hand with the publicity.

"For the past half year or better, SOARING has carried some bit of club news from this locality, and in order that the rest of the enthusiasts may know what goes on here, it is necessary for someone besides our friend, member, "B" pilot, and enthusiast Jim Smiley, Jr., to take a hand in carrying on the news for SOARING.

"Perhaps in the minds of many, this may seem rather far-fetched to think that it would keep two of us busy, but please be assured that things are moving forward at such a dizzy pace in preparation for the school, and with the club taking large strides adding to its equipment and making pilots, that everyone even

remotely interested in flying has been given a definite place in the field, and we must add that everyone is doing a splendid job in their respective place.

"Last Sunday, the four "B" pilots, with Stan Corcoran and Ted Bellak, spent most of the day out on Crystal Lake with the Franklin "City of Frankfort", and although we had several tows and flights, old Mother Nature defeated our plans to come back to Frankfort with four "C" pilots; better luck next time, we hope.

"Well, now for some club news: At the last meeting, the club acquired a tow car, which, although not the latest in model, still has plenty of 'stuff' and will serve as our preliminary towing apparatus. Authorization to purchase a motor and build a winch was placed in the hands of Bob Nickson, who, incidentally, is an excellent mechanic, and this is going forward nicely. The club also authorized the purchase of 1,000 feet of wire to fit the winch with, so you see we will, in all probability, be in shape to render our share of the service to our visitors during the next Midwestern National Soaring Contest."

## NEW JERSEY HILLSDALE

A letter from John Olley, President of the Pascack Valley Gliding Association:

"Thinking the matter over, I now realize that it is very much in order for me to submit a report to you on the showing of the film "Soaring". It was shown three times:

1. At a public gathering at the shop and headquarters of the Pascack Valley Gliding Association. Invitations were extended to friends and relatives of club members and to the general public.

2. At a demonstration and exhibition entitled "Wonders of Flight" conducted by Richard Thayer for the Franklin Institute Museum of Philadelphia. Mr. Thayer was very interested, encouraging and cooperative in showing the film for me. The local citizens were very interested to know that there was a local gliding organization.

3. By popular request, the film was projected again at the club headquarters. The first two groups to see the film had talked about it so much that others wanted to see it.

"The headquarters of the Pascack Valley Gliding Association are at 183 Washington Avenue, Hillsdale, Gordon Detwiler of Westwood, N. J. is our advisor; president and organizer, John J. Olley; and secretary, Charles Maggi. We have twelve members and three apprentices. We've been using that apprentice idea, suggested by the XYZ Soaring Club in the February issue, since our organization, November, 1937.

"Our equipment is as follows: I primary now flying, 1 primary and 1 secondary under construction, 2 tow cars, one of which is being converted into a winch. Our training field is an emergency field on the Newark-Albany-Montreal line at Rivervale, N. J.

"Our financial balance for the year November, 1937 to November, 1938 was \$72.00. The member entrance fee is \$5.00 and the monthly dues \$1.00"