

News FROM Clubs AND Members

PITTSBURGH, PENNA.



The following is part of a letter from John Tracz of the Facon Glider Club:

I am enclosing an illustration of a Polish glider, the "ORLIK," which is now on display at the POLISH PAVILION at the N. Y. World's Fair as part of the Polish exhibition, and which is to become our property at the close of the Polish part of the Fair.

Span 50.525 ft., aspect ratio 14.7.
Length 20.68 ft., min. speed 26 MPH.
Weight 354 lbs., sinking speed 2 ft. per sec.
Area 162.44 sq. ft., gliding angle 26.
W. load 3.3 lbs. per sq. ft.

SAN DIEGO, CALIFORNIA

The monthly letter of the Associated Glider Clubs of Southern California, by Platt McCartney:

"As Secretary of the Associated Glider Clubs of Southern California, I have been asked to write a monthly letter to the Society concerning our Club activities.

"Early in March of this year the Association purchased a two-place Graunau-8, and began instruction at our field, fronting on the Pacific. The course is open to anyone qualifying as a member. For a nominal sum, the student receives twenty-five one-half hour lessons. Our flight instructors are: A. R. Essery, Club President; John Robinson, Club Vice-President; W. P. Brown, Frank Graham, and Ray Parker.

"The Association wishes to know if any other Club or group is training soaring pilots with a two-place plane. (The Soaring Society would also like to hear from any groups using dual instruction). Late in June, the plane was moved to Prescott's Airport, located on Camp Kearny Mesa, ten miles inland from our Coast Field. Thermal flying is enjoyed here by the advanced students. Fifteen hundred to two thousand feet altitude, is easily attained. One may fly for hours in these abundant gentle thermals.

"Why not have a yearly National Winter Meet in Southern California?

"Material on any matter that we can supply, or other information will be gladly and promptly given."

CALIFORNIA VAN NUYS

More news from Gus Briegleb:
While all the activity was going on in Elmira, a number of our fellows who were not fortunate enough to make the trans-continental trip decided to go to Arvin on July 2-3-4. However, on the date set all the fellows except Jack Ludowitz, Ralph Hughes, and myself had to call off the trip due to other business.

We took the BG-6 utility and arrived at Arvin at 9:00 A.M., Sunday, July 2. Since Ralph Hughes had never soared, we decided to tow him in the fields at the bottom of the soaring site.

After setting up, I tested the ship and found it working smoothly. Then Jack made a short flight and after instructing Ralph in the procedure for landing on the road (we were taking off on a narrow road running through a grain field) which was slightly cross wind and down hill, we towed him off. On his first flight he made a 360 degree turn, but came in too fast and used half the road in landing. On the next flight he did much better so we decided to go up on the soaring site. The wind was 12 to 15 m.p.h. and we had to take the ship down the hill to complete setting up.

Just as we were finished, about 200 head of cattle decided to graze on the runway and when I tried to chase them off, they just stood their ground. Finally I found that they preferred to follow me, so by honking the horn of the car I got them to the edge of the field. As I turned around they did the same, so I gave up. We had to sit around till they made up their minds to cross the runway and go down the hill.

Finally the field was clear (6:20 P. M.) and as the wind was still blowing, I took off using the "pulley" and rope method. The take-off was very smooth and on reaching the slope, the ship immediately started to climb. I soared at 1,000 feet elevation for about 15 minutes and then decided to test the ship's stability. By regulating the elevator bungee handle on the right side of the cockpit I was able to obtain "hands off" flight for a long period of time. By leaning forward about four inches, I watched the nose drop, and by leaning back I watched it rise. This was too easy. Finally the left wing dropped and I decided to leave the stick alone and tapped right rudder slightly. Immediately the left wing rose. After doing this several times I tried shallow turns "hands off" using only the rudder. By taking them very gradually I was able to complete 2½ complete figure "8"s without touching the stick.

By this time the sun was setting and even though the wind was still strong I decided to land with still enough light to see. At 7:35 P. M. my landing wheel touched the ground and I felt that the hour and fifteen minutes had been very well spent.

On Monday, July 3, Jack made a flight of 45 minutes and then it was Ralph's turn. Ralph, by the way, had only six flights in the ship to date besides flying a primary in 1930. Ralph took off, and on his first soaring flight remained above the hill for 35 minutes. Upon getting away from the hill too far he was forced to fly to the corral in the valley and made a successful landing.

On his next flight, Ralph took off (6:45 P. M.) and soared until after sunset 7:35 P. M., making a successful landing on top of the site for the first time. He said the ship practically flew itself, and was very enthusiastic.

On July 4th, Jack climbed to the cloud bases and Ralph and I both slid to the valley.

After retrieving the glider we started packing up our tent and equipment and were ready to make the last flight of the day by 3:10 P. M. This being my turn, I took off into a 12 mile wind that was now blowing up the cliffs and proceeded to slope soar. Suddenly something that felt like a "2 x 6" hit the ship and bounced me up to the roof, pushing my sun helmet down over my head and eyes. After removing it I found that I was gaining altitude rapidly. Tightening my turn, I continued to spiral and by watching my "airspeedometer" and wing tips I found the center of the thermal. Looking at the altimeter I saw it registering 1,500 feet and having flown in the Kranich with Peter Riedel and learning how smoothly that ship would make 6 second turns, I decided to try turning as nearly vertical as possible.

Tightening the turn I noticed there was an increase in airspeed and I let the glider continue at this speed of 50 m.p.h. Pulling out my watch I observed that the turns were completed in 3 to 4 seconds! I continued to spiral to 2,600 feet in this manner. Noticing that I was becoming dizzy, I straightened out and headed for the hill, which by this time was over a mile and a half away.

It might be interesting to note that we had no variometer with us and that this ship is quite new to us, having only been flown at the April contest and airplane towed on May 20th, at which time we started running towline tests for the N. A. C. A. under Dr. Klemperer's supervision. The rest of the time the glider has been over at Aero Industries Technical Institute where the final drawings for Home Builders and the C. A. A. are being made.

We are very satisfied with the ship and with a little more experience expect to do much better.

ALBERTA

W. P. Stevens, Publicity Director of the Lethbridge Glider Club writes:

"It is said that 'patience will bring reward' and certainly this is true in the case of the Lethbridge Gliding and Soaring Club, who for almost ten years have been building and flying, looking ahead to the time when they might be able to chronicle flights of some importance.

"The small city of Lethbridge in the Province of Alberta is situated in 112°45" West Longitude and 49°50" North Latitude, approximately 2,900 feet above sea level and 40 miles East of the Rocky Mountain foothills. The surrounding terrain is flat as the proverbial flapjack. North, East and South for hundreds of miles the land is practically without a

The Club's H-17

