

NEWS FROM "THE THERMAL"

ED. NOTE:

"The Chicagoland Air Bubble" is being held up pending an important announcement, so the space intended for it will be devoted to "The Thermal." This makes it possible to publish news from both the November and December issues.

LEUZINGER'S WAY

High school glider construction project simulates factory conditions

The first high school, to our knowledge, to include glider building in its curricula, is showing the other schools how. All shop classes of the progressive Leuzinger High School of Hawthorne are, under the supervision of Aeronautics Instructor Line, engaged in the construction of an Evans Primary Glider. The Evans craft bears Approved Type Certificate No. 2. Jigs and Templates, as well as a full set of drawings, were procured from Jay Buxton. Buxton's technical aid has proven a boon to already overjoyed students.

Mr. Line has carefully planned the construction of the glider to simulate the progressive fabrication of airplanes by commercial concerns. The drafting class supplies detailed drawings to the shop. The wood shop is building spars, ribs, etc., the welding shop all tubular structures. The machine shop produces all machined parts as well as providing a research group to gather all available wind data.

This line of preparatory school instruction seems appropriate in line with the presence of three large aircraft manufacturing concerns in the immediate vicinity. One concern has placed a formal offer with Mr. Line regarding the employment of all graduating students familiar with a certain type of work.

By virtue of the fact that interesting work makes an enthusiastic and conscientious student, good attendance and high scholastic marks, the future should see many schools following Leuzinger's steps.

THE CROWN CITY SAILPLANE

O'd club comes to life again

Those old-timers who remember the hectic days of 1930-32, with respect to gliding, doubtless recall the Crown City Glider Club and their two "Dingbats," utilities of far advanced structural design. The Crown City Glider Club is among those many organizations being resurrected to reality after being made defunct by the Great Slump. The last vestige of the once-popular Pasadena group has been preserved by Wally Nugent and is again bearing fruit in the construction of a high performance sailplane, the structural design of which displays characteristic Crown City talent in its unconventionality. The ship is nearing completion under the careful workmanship of the club's present four members, Nugent, Irv Culver, Walt Burke and "Buzz" Lecluse.

Briefly, the Crown City craft is a single-
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MONTHLY PUBLICATION OF THE S.C.S.A.

ACTIVITIES OF SCSA TO BE COORDINATED BY MANAGER

RESOLUTION PASSED
AT OCT 13 MEETING

To whom it may concern:
Adopted by the members of the Southern California Soaring Association, Inc., assembled in regular business session Friday, October 13th, 1939.

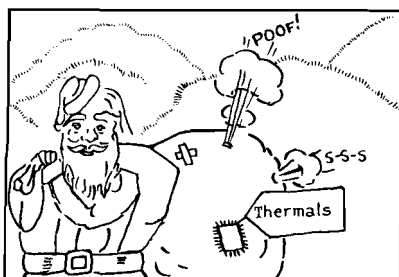
WHEREAS, the activities of the Southern California Soaring Association having increased to such an extent that the Officers and Directors as a group, or acting individually, cannot efficiently achieve the desired results:

AND WHEREAS the time of the Annual Soaring Contest is fast approaching and the many details of promotion, advertising, and management will soon demand attention;

Now therefore be it RESOLVED, that the Board of Directors of the Southern California Soaring Association shall consider and advertise for and select a suitable manager to carry on the detailed business of promoting and publicizing the ever-growing activities of the Southern California Soaring Association in a more efficient manner.

AND FURTHER, that the Board formulate a skeleton policy under which such manager shall function.

PAUL N. HEPBURN, Sec.-Treas.



Merry Christmas from SCSA

OFFICIAL

INVITATION

The Board of Directors hereby invite properly qualified persons to apply for the post of manager of the Southern California Soaring Association; who shall work under, and be directly responsible to the Board of Directors. The written application must be in the hands of the Chairman, Dr. W. B. Klemperer, 738 So. Bristol St., W. Los Angeles, on or before Monday, Nov. 20, 1939.

The application shall contain a statement of the applicant's qualifications, a proposed program of his activities as manager, an outline of his plan of procedure and indication of the amount of time he is prepared to devote in performing the duties enumerated below, and of the basis of remuneration expected. The duties of the manager shall comprise:

1. To increase the membership of the Association.
2. To secure additional revenue for the Association.
3. To contact neighboring communities and sponsors for the support of the Spring Meet.
4. To organize other soaring expeditions for the purpose of exploring new locations and stimulating interest in the sport.
5. To work toward establishing a permanent soaring port adjacent to Los Angeles.
6. To preserve and build up good relations with all authorities, the aircraft industry and its allied industries, other aeronautical and civic organizations, sponsors and the general public.

ELECTION RETURNS

OFFICERS APPOINTED NOV. 10 BEGIN TERMS IN 1940

Reports from the first and third "precincts" of the electoral body of the Southern California Soaring Association seem to indicate agreement upon the following officers, elected at our last meeting. To those skeptical of the "front" our Association boasts, note the titles our new officers command.

President: Dr. Wolfgang Klemperer; Past President of the S.C.S.A., Chief Research Engineer of the Douglas Aircraft Co., first licensed glider pilot of the world.

First Vice-President: Harvey Stephens, celebrated film actor. Holder of Silver "C" soaring award.

Second Vice-President: R. A. "Bob" Bailey; Vega Aircraft engineer.

Secretary-Treasurer: Paul N. Hepburn; Coorganizer of the National Glider Association and the Southern California Soaring Association. Has held this post for eleven consecutive years, in our Association and in others.

Directors: Chas. F. McReynolds, President Licensed Airmen of America; Jay Buxton, veteran sailplane designer and builder. California's "Father of Gliding"; C. L. Bates, Chief Engineer Aero Industries Technical Institute.

Officers will begin one year term beginning first meeting of 1940.