

ITHACA GLIDER CLUB TRIES NEW RIDGE

Two additional members, Gifford Bull and Douglas Robinson, have joined the Club since our last report. Bull holds a commercial license for power planes; Robinson was a member of the delegation which the Club sent to the Open Meet at Frankfort, Michigan, in August.

On October 14 members of the Club inaugurated the first local ridge soaring site. It is located eleven miles southeast of Ithaca near the town of Caroline. The part of the ridge on which soaring is good is approximately a half mile long and runs almost exactly north and south. This part of the ridge averages three hundred feet in height. A macadam road runs parallel to the foot of the ridge approximately a quarter of a mile away. The fields between the foot of the ridge and the road are level and without trees or fences.

Six flights were made in the Club Franklin between 2 P. M. and 5:30 P. M. The ship was launched from the field between the road and the ridge; the towcar was driven in the road. The pilots and flights were as follows: 1st, Petry, 15 minutes; 2nd, Bull, 20 minutes; 3rd, Hopping, 3 minutes; 4th, Hopping, 7 minutes; 5th, Petry, 32 minutes; 6th, Bull, 32 minutes. Both Bull and Petry reached altitudes of approximately 1,000 feet above the take-off field; the altitudes at time of release were about 500 feet.

Records of wind velocity and direction for the afternoon at the Cornell University Weather Bureau Station were: 2 P. M., 18 miles, N. W.; 4 P. M., 16 miles, N. W.; 6 P. M., 15 miles, N. W.

LETTERS FROM READERS

MAKING FRIENDS WITH THE AIRPLANE PILOT

I am writing at the request of Mr. Harry Zeisloft, President of the University of Iowa Glider Club. The club, which is, to my knowledge, the only one in Iowa at present, wants to make a move for expansion and at the same time let the S.S.A. hear from it. We believe that with a ship more suitable for soaring than our present one, we could prove that Iowa is really excellent soaring terrain.

Now here is a plan we have in mind which deserves the attention of every glider club in the country. We expect soon to form some sort of liaison with the local Pilots' Club—enough of a connection so that outsiders will recognize we are both working for the same ends after all. We have the goodwill of the local club and members of one group often attend the other's meetings. It seems to us that we could get a lot farther if we throw in our resources with the relatively strong aviation organizations. I do not mean that we will be swallowed up—the connection will be a coordinate, not a subordinate one.

In some places this is already being done, but often pilots seem unfriendly.

CAPT. CHARLES BUYS MINIMOIA

Considerable interest was aroused last month by the arrival in Atlanta of Captain Shelly Charles' latest sailplane, the beautiful German-built "Minimoia" formerly owned by Chet Decker. A deal was made whereby Decker accepted Charles' Baby Albatross "La Paloma" as part payment for the new ship.

Chet delivered the Minimoia himself. Although business engagements limited his stay to a very few days, we all enjoyed meeting him and hearing of the activity among our Northern friends.

The acquisition of this plane by Captain Charles achieves a combination almost certain of producing new National Records during the coming summer—a super-sailplane, a master pilot, and ideal thermal terrain! We are eagerly awaiting the results.

R. AVERY HALL.

JOHN ROBINSON BUYS "ZANONIA"

A letter arrived from John Robinson, just in time to make the deadline, stating that he had bought the "Zanonia" from Woody Brown, and that his famous "Robin" was for sale.

The "Zanonia" was built in 1937 by Harland Ross for Harvey Stevens, and won second place in the design competition at the 1937 National Soaring Contest. It also made second place for distance. After being damaged at the end of a 190-mile flight in Texas, it was sold to Woody Brown, who made many exceptional flights in it, including the ones described in this issue.

The craft, similar to the "Ibis," is one of the highest performing American sailplanes.

SOUTH AMERICAN SOARING

Bob Stanley has novel experience

We are just about to finish up all South American demonstrations, and I confidently expect to be back somewhere in the States for Christmas. In fact, I've made reservations on tomorrow's plane for LaPaz and Lima.

On my flight from Rio to here, I had to wait at the airport at Porto Alegre for them to clear the field of sailplanes so I could land. I found a large and thriving club with Kranich, Baby Gruneaus, Wolfs, etc. Since it was for me, merely a gas stop, and due to prevalent bad weather in Argentine, I had only an hour or two to spend there. However, I asked them for a short account of Brazilian soaring in order to write an article on the subject. They promised to send it to my U.S.A. address. Upon my arrival in Buenos Aires, I bought some local aeronautical magazines in order to improve my knowledge of the technical terms of Spanish aviation. I found therein the address of the local soaring club. I spent last week-end at their club soaring with them. They too have promised to cooperate and send me material for an article. I may say in passing, though their records aren't quite as impressive as ours, still they are much more active, and take it more seriously from a national viewpoint than do we. Here, everything is government subsidy, nobody owns his own sailplane, and a great percentage of private flight training is conducted in training gliders.

JOHN ROBINSON ON OCEAN THERMALS

Regarding thermals at Torrey Pines—we encounter small weak thermals, they might be called gusts, during average slope soaring conditions. We gain altitude by circling in them anyway. During storm conditions we find good thermals here, and, especially after the passage of a cold front, cumulus clouds form over both land and sea. During the last year Woody Brown, Dick Essery, and I have each made cross-country soaring flights with the aid of cumulus clouds from Torrey Pines Soaring Site.

Probably the most extreme condition of this type so far utilized was last February 8, when I took off Torrey Pines with the usual auto-pulley tow. I found the wind velocity to be about 40 m.p.h. and the cloud base at 4000 ft. I cloud hopped until I got in the mountains and the cloud base came lower and lower until they hid the mountains. As it started to snow and my ship was icing up, I dove down thru some very good updrafts to land on a good field between Alpine and Descanso in the midst of a snow storm, 33 miles from Torrey Pines.

We expect to use these storms as much as we can this winter, for they produce the best soaring conditions ever found close to San Diego. Of course, we have to stay under the clouds in clear air while in the civil airways, due to commercial traffic and navy flying near the coast, but the mountains are clear of traffic hazards and out of the airways too, so we are all looking forward to our winter soaring season here.

CHESTER LOUIS NEUDLUNG.