

## News FROM Clubs AND Members

### ILLINOIS CHICAGO

It has been called to our attention that we failed to list in the December issue the Gage Park Glider Club, 6919 Yale Avenue. Our apologies to this live group, which took an active part in the 1938 American Open Contest at Frankfort last fall.

### INDIANA ANGOLA

Lawrence D. Ely sends news of the Tri-State Glider Club.

"The active membership of this club is only 5 but considerable progress has been made during the fall term of school. A total of 377 flights were logged and two beginners, C. B. McAfee and Frank Spain, advanced to the 360° stage. McAfee, with a few airplane solo hours to his credit, advanced quite rapidly and now has 33 flights which will count toward the 100 required by the CAA for a Private Glider Pilot's Certificate. The other two student pilots, Paul Best and Roy Lavender, are practicing landings from 10 to 30 feet and making good ones, too. Operations at the airport will be suspended during the winter term and work done on a primary so that it will be ready to fly at the beginning of the spring term."

### MICHIGAN DETROIT

We are glad to publish verbatim a statistical report of the activities of the XYZ Soaring Club for its fiscal year December 1, 1937 to December 1, 1938, received from Helen Montgomery, the club's retiring secretary.

"With our two ships, the Franklin Utility and the Haller Hawk Sailplane, we made a total of 1798 flights, 31 of which were soaring flights, for a combined duration of 57 hours, 23 minutes. The club membership grew from 3 to 16 members. Fourteen of these members were given instruction in flying gliders although 4 of them had taken some previous instruction in power planes. Of these 14 students, 6 were advanced to the stage where they were considered capable of soaring and 8 are still in various stages of training.

"At our Annual Meeting, December 1, we held our yearly election of officers with the following results:

"President, L. D. Montgomery; Secretary, Frank Bacon, Jr.; Treasurer, Beverly Fritch; Chief Pilot, Elmer Zook; Board of Directors—The four officers above plus Helen Montgomery; Technical Committee (in charge of all instruction and equipment)—Elmer Zook, L. D. Montgomery, and Alcide Santilli; Membership Committee—Lyle Maxey and Lloyd McCabe; News Reporter and Publicity Committee—Helen Montgomery.

"The Club has adopted a new policy in regard to taking in new members. Any person who wishes to join the or-

ganization must make a deposit to show his serious intentions and then serve what we call an apprenticeship of 30 days, during which time he acts as crew assistant and participates generally in every activity of the club for which he is qualified before he starts flight training. If, in the opinion of the Membership Committee, he has shown the proper cooperation, intelligence and aptitude for flying, he is accepted as a member and may start flight training upon the payment of the balance of his fee.

"The Haller Hawk Sailplane has been sold to Jack Murphy, a local pilot of many years experience, who is at present associated with the Blackhawk Glider Club. Consequently, XYZ is very much in need of another ship and is still communicating with Germany and England in the hope of obtaining a Grunau Baby or a Wolf. We recently purchased a used Horn variometer, so we will be more nearly in readiness to fly the thermals around here next spring after we have obtained our intermediate sailplane, if and when we do.

### NEW YORK ITHACA

George Lauman writes to inform us that the Cornell Glider Club passed out of existence last summer. On November sixth, the Ithaca Gliding Club was organized with eleven members: Udo Fischer, H. M. Peters, C. W. Terry, Russell Hopping, Paul Briggs, Raymond Ticknor, Max Breitenbach, Loren Petry, Gary Hilton, Richard Wright and George Lauman.

Udo Fischer needs no introduction to the soaring fraternity, as he has participated in several of the National Soaring Contests. Last summer he brought back from Germany a Wolf intermediate sailplane. Udo is a senior in the Engineering College at Cornell University.

"Pete" Peters is president of the Club and was most instrumental in organizing it. He is manager and chief pilot of the Ithaca Flying Service and has been one of the tow-plane pilots at the contests at Elmira.

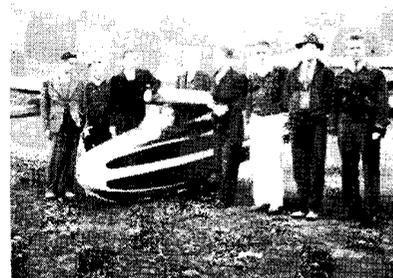
"Cy" Terry is an assistant professor in experimental engineering at Cornell, where he instructs the courses in aeronautics. He is also a private pilot and mechanic.

"Russ" Hopping of Brookline, Pa., is a junior in the College of Engineering and holds a private pilot's license.

"Ray" Ticknor is a senior in Engineering and lives in Ithaca.

Max Breitenbach, of Alexandria Bay, N. Y., is a senior in the Arts College.

"Pete" Petry and "Dick" Wright, both of Ithaca, are freshmen in the Arts College. Petry has several hours of solo on power planes.



Left to right: Breitenbach, Terry, Lauman, Fischer (in ship), Peters, Petry, Briggs, Ticknor, Hopping.

Gary Hilton is a mechanic at the Ithaca airport and takes care of all the repair work on the glider. He also has several hours solo on power planes.

Paul Briggs and George Lauman are residents of Ithaca. George is secretary-treasurer of the Club.

We own the Franklin utility which formerly belonged to Udo Fischer. At present all the flights are made by auto tow and we have made over 200 tows since the club was formed. The Airport has a 2700 foot paved runway which is fine for the auto but certainly hard on the ropes. Ray Ticknor and Cy Terry are each building a winch, one of which we hope to have in operation by January.

Six of the members were power plane pilots before joining the club. The other five are receiving their first flying instructions. Cy Terry is making tests and compiling data on auto towing and hopes to continue on winch and airplane towing.

### OHIO AKRON

A recent issue of *American Aviation* carried a line stating that Dick Randolph had developed a small engine to supply auxiliary power for his glider. This little power plant is said to be compact enough to be folded into the fuselage when he is ready to soar. How about it, Dick? We would like to have more details.

### NEW JERSEY

The official report of the Associated Glider Clubs of New Jersey on the fatal accident of December 11th is as follows:

On Mrs. Scheurer's first for the day, and her 46th training flight, a normal take-off and climb to about 50 ft. was made. The ship was levelled off, nosed down for a normal glide, and the tow rope dropped at the instructor's signal.

(Continued on Page 13)