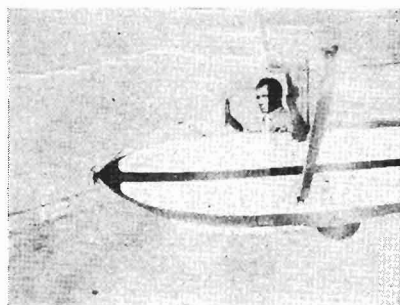


Model of the sailplane

NEW LIFE MEMBERS

We are proud to report that the S.S.A. has two new life members: Mr. Leonard J. Martin of Greenwich, Connecticut, and his son, James. The latter is a student at the Curtiss Wright Technical Institute in Los Angeles, and, as shown in the accompanying photograph, also a glider pilot. At the present time, he is working on a new high performance design with Volmer Jensen and Harland Ross.



Self photo of Jim Martin flying Volmer Jensen's "Solvflugen".

INDIANA

NOTRE DAME

Tim Bradley, Secretary-Treasurer of the Notre Dame Aeronautical Society, reports that the recent meeting, where the S.S.A. films were shown, was a great success. Among other notables who attended was Father O'Hara, President of the University.

The design of the club's new glider, which is somewhat similar to the Franklin Utility, is now complete, and work is starting on its construction. This sort of activity is now forming the solid backbone of American gliding. We have a total of 42 clubs in colleges and universities, most of them connected with the engineering departments and a good number of them designing and building their own ships.

WEST LAFAYETTE

From Bob Buell, of the Purdue Glider Club, we have some interesting news:

"The club has been doing pretty well so far this year as we have soloed about ten fellows and have made about six

News FROM Clubs AND Members

hundred flights since September. The Gross under-shot once and landed in a railroad cut, bending a strut, but was immediately repaired.

"We have our Moore two-place with the Cadet wings flying every day from dawn till dusk. It's a swell little ship for instruction and a nice job to play around with.

"I'm working hard on a ship which incorporates a lot that I learned at the Michigan Contest. Webb Moore is designing a ship for his aero courses which is very much like our two-place, but with a couple of 15 h.p. motors mounted as pushers. It looks good so far. On paper, it will out-perform Cubs and Aeroncas by a nice margin."

MICHIGAN

DETROIT

Of interest as a follow-up to Jack Laister's article on his new sailplane last month, is a letter from Randy Chapman.

"Bill Putman and I recently flew the new L.I.T. sailplane, getting in a total of about 16 hops, all from auto tow. There wasn't much wind either day, one day being almost a dead calm, so we didn't get high enough to want to try very much. The ship seems to want to fly at the estimated cruising speed of between 45 and 50 m.p.h. Instrument readings under our present temporary set-up are only approximate, but it is certain that the sinking speed in straight-away flight in still air at cruising speed is under one meter per second, probably about 2½ feet without the hood. It spirals beautifully, even when pretty much slowed up and it stalls at 30-35 m.p.h. I believe that next spring, with a good set of instruments and a little more practice, we can make it show some real performance.

The School has come through further by consenting to get some equipment for the ship—instruments, barograph, parachute."

FRANKFORT

Jim Smiley sends us an interesting report:

"In recent weeks, Stanley Corcoran has had two or three very enjoyable flights. On November 17th, Stan was up for three hours, slope soaring over the slopes south of the town and over the Frankfort beach. There was about a 20 mile per hour wind, southwest.

On Sunday, December 11th, Stan made another flight, during which he encountered many interesting conditions. He was launched out of Benson field at 2:08 p.m. by auto tow. The wind was due west, approximately 25 m.p.h. and the temperature 40°. There was a high overcast and considerable convection, with cumulus forming at about 2,500 feet. He got off the ground immediately and it was not necessary to tow over 18 miles per hour to get him well into the air. He released at 200 feet and turned south over the slopes. He worked up to approximately 1,200 feet very quickly on slope currents and then turned back toward town. He

had no trouble at all crossing the gap at the mouth of the harbor. In fact, as he came across the first time, he encountered weak thermals which allowed him to gain altitude in the crossing.

For the next hour, he soared back and forth over the Frankfort beach at approximately 500 feet. He maintained a constant air speed of around 55 miles per hour and, at times, dove up to 70, to remain at a constant altitude. He was trying to remain low, as several spectators were parked all along the lake front watching his performance. Thermals were encountered almost continuously with rate of ascent averaging from 4 to 6 feet per second. At one time, he was at least half a mile out over the lake, and even there, he encountered from 4 to 5 feet per second rise. Several of the thermals which he encountered were sufficiently strong to admit spiralling and he went up to 1,400 feet on two occasions. Due to the fact that the drift was rather great, he did not follow any of the stronger thermals as far as he could, as he wanted always to stay within gliding range of the slopes.

During the flight, he observed two separate cumulus cloud streets that were visible as far as the eye could reach, and Stan reports that undoubtedly the thermals were strong enough to have carried him many miles across country. However, as he had gone up for a joy ride, he was not dressed to take advantage of them. In the late afternoon, he circled over Benson field and, even this late in the day, encountered weak thermals as he came in for a landing at 4:50 p.m.

"The conditions existing during this flight have been observed several times during the past ten days, and Stan is again going aloft at the next opportunity to observe further and report on these conditions."

FRANKFORT SOARING SCHOOL

The Frankfort Soaring School has been organized by Stanley Corcoran and, through the winter and spring, clubs will be organized in Manistee, Cadillac, and Traverse City, Michigan. Evening ground training will be given in each of these localities and the members plan on coming to Frankfort for their actual training.

In addition, six courses will be offered next spring and summer. Course A will include A, B, and C licenses, ground school work, a little ship construction and the duration leg on the Silver C. This course will require four weeks of resident training and will cost \$235.00, which will include board and room. Course A will be offered twice, beginning May 28th and again July 12th. Course B will be a two-week resident course and will include A, B, and C licenses and ground school work. They will be offered beginning June 4th, July 16th, July 30th, and August 13th. These courses will cost \$140.00, including board and room. Course A will be limited to five students each and Course B limited to four stu-