

**THE SOUTHERN CALIFORNIA  
SOARING ASSOCIATION  
ANNOUNCES:**

The Third Annual Western Spring Soaring Contest will be held at the Tejon Ranch near Arvin and Bakersfield, on Saturday and Sunday, April 1 and 2, and Saturday and Sunday, April 8 and 9. Those pilots who desire to remain during the week are welcome but no flights shall be official unless witnessed by an authorized observer. We hope to see representatives from all states.

**MICHIGAN  
DETROIT**

Helen Montgomery writes us of a new venture of the XYZ Soaring Club:

"We've been thinking of the need for a Glider Camp and have reached the conclusion that our club can best serve the cause of gliding by offering at minimum cost to those of limited means, an opportunity to learn to fly at the Triangle Gliderport.

"The Glider Camp will get under way Easter week-end, April 8, and extend through April 23. A very concentrated training period is planned, with each student on the glider field at least 8 hours a day. Elmer Zook will be in charge and will have at his disposal the Franklin Utility, as well as a spare utility glider, to be used in the event of the disabling of the Franklin. Nothing in the way of progress can be guaranteed by the club due to the vagaries of April weather, but with the student enrollment limited to ten, it is expected that each one will be able to obtain from 70 to 100 flights, which should put him in a position to do simple ridge soaring when he has that opportunity. Flights will be made by auto tow from sunrise to sunset every day, weather permitting, and winch tows are also available for any students that progress so far. In adverse weather, students are expected to report to the field to be instructed in the ways of the weather, the theory of flight and simple maintenance procedures.

"Camping facilities will be available at the Gliderport. Students are welcome to bring their cots and sleep in a hangar, where electricity and well water are available. Otherwise they may stay in the town of Plymouth, 2½ miles away.

"By keeping the cost as low as possible, we hope to attract a very interested and hard working group of students. Perhaps some groups can send a representative to take this course for their guidance when he returns to them as their adviser. At any rate, we want students who mean business and are genuinely interested in getting as much out of it as is possible both by observation and by actual participation."

**FRANKFORT**

From Jim Smiley we hear that the people of Frankfort are "up to their eyes in soaring". The whole community is interested in making Frankfort the

## News FROM Clubs AND Members

outstanding soaring training center and in helping the movement nationally because they are convinced that soaring offers the best potential training for future pilots and is one of the most interesting sports on earth.

This enthusiasm has resulted in the formation of the Frankfort Sailplane Company, in addition to the Frankfort Soaring Association and Frankfort Soaring School. This company will manufacture the Cinema with utility and high performance wings, and a two-seater high performance sailplane, all designed by Stan Corcoran. Stan and Ted Bellak are in charge of production and have already started constructing a utility and a two-seater.

There will be a booth devoted to Frankfort's soaring activities at the Outdoor Show, Navy Pier, Chicago, from February 26th to March 5th.

**MONTANA  
GREAT FALLS**

From a new member, Miles Murphy:

"Aside from the tiny bit of experience locally with a primary, my interest in gliding and soaring dates from the National Air Races in 1931, where someone put on a soaring exhibition in the updrafts from the grandstand. I believe the ship was an Akron Condor.

"Since then I have had one or two interesting experiences with light aircraft in both thermals and mechanical updrafts. One flight was a honey. I was riding as passenger in a Piper Cub on a trip to Salt Lake City. We were heavily loaded with winter equipment and in the high mountains between here and Helena, with a good headwind, we got stuck, and I mean stuck. We ran almost out of altitude after first entering the Missouri River canyon. After a lot of tiresome milling around, we pooled our very limited knowledge of soaring flight and took advantage of all the good looking ridges. We finally made Helena with 25 minutes gasoline left and 4000 ft. of altitude to spare. It was a very convincing demonstration to both of us."

**PENNSYLVANIA  
PITTSBURGH**

The Carnegie Tech Glider Club sends the following for publication:

"On Sunday, February 4, the club held its first meeting of the new year. With fourteen of our nineteen members present, elections for the fiscal year were held, with the following results: William Eichleay, president; John McKee, vice-president; Waldemer Brenhaus, secretary-treasurer.

"Discussion included the Hawk, Jr., being assembled. We would like to enter it in competition this year but after its completion this spring it probably will have to be left as a down payment on a two-place. Rather than license one of our primaries (as all aircraft must be licensed in this state) we decided to obtain a two-place and train with dual controls—a more satisfactory method than with a primary.

"The very persistent and able leadership of the Carnegie Tech Glider Club's organizer and one of soaring's most vehement proponents is leaving school to make his way in the world. With Vic Saudek at the controls, the Club has progressed only through his persistence and, although he graduates in June, we are glad he can stick with us till then. Good luck, Vic!"

**UTAH  
SALT LAKE CITY**

Our good friend, Frank Kelsey, president of the Salt Lake City Glider Club, sent us the following interesting news:

"I have just returned from a hurried trip to visit Hawley Bowlus in his shop at San Fernando, California. While there I had the pleasure of flying the same Baby Albatross with which Jack O'Meara did so well in the last Elmira contest. It was a real pleasure to find that it flies so easily and performs so well because I am at present building a replica from a kit put out by Mr. Bowlus.

"I was met by Hawley at the Burbank Airport and from there we made a trip to the site at Muroc Dry Lake. This is the site where Howard Morrison flew to an altitude of 5000 ft. in Harvey Stephens' sleek ship not long before. Because of a ground wind of 18 m.p.h. and air that was too stable to be of much use, we had to content ourselves with towed flights to a thousand feet or so and the usual 360° turns with a few variations.

"I was very happy to notice the perfect response and the light feeling on the controls which is often absent in gliders. The air speed could be varied from 35 mph up to 60 and 70 with the slightest nosing down and still it did not seem to sink a great deal faster. According to the Winter Variometer, the sink was generally at one-half meter per second in a normal glide. After six flights were made by myself and two by Hawley, we made the 100 mile return trip to San Fernando.

"We are nearly through with our ship and expect to be in full swing by early spring. This ship replaces a Mead Challenger which has been in use for three years with very good success. It is also the latest in a line of eight gliders dating back to the hectic days of 1928 and the now out-moded primary. Our club consists of six members, all of whom have had several hours soaring and expect great things as soon as the weather permits."

The Baby Albatross at  
Muroc Dry Lake.

