

EXCERPTS FROM THE CHICAGOLAND AIR BUBBLE

THREE NEW SAILPLANES AND A FOURTH NEARLY READY FOR CHICAGOLAND SKIES

Snapshots of the first few flights made by Chicagoland sailplanes show excellent flight characteristics.

Most noteworthy flights by their Chicagoland pilots are those of Walter Haufe, Dale, Wisconsin, who soared above the bluffs of Lake Winnebago for 6½ hours on one day and for 7 hours on the next day. An official NAA observer (Leland Hanselman) was on hand and we believe Walter will have one leg of his Silver C behind him. Many of us will remember the fine looking intermediate sailplane these men brought down for our Forum last February. We predicted that it would do things and it surely is. We hope its graceful wing and sleek new fuselage will be down visiting us soon—perhaps at Benton Harbor.

The ship pictured is the American-built "WOLF" of the Glen Ellyn Glider Club.

The Glen Ellyn Wolf



Dave Miller, Harry Krueget and Bob Blaine worked for nearly three long years, carefully following the German plans and having the Civil Aeronautics Authority check everything, so they could get a full Certificate of Airworthiness for the ship.

On October 14 it passed most successfully its final flight test—an airplane towed hop to 2000 feet with Joe Steinhauser at the controls—and witnessed by an inspector.

"She's sweet!—Flies like a dream!—Even better than my own imported Wolf," said Joe afterwards. He said that comparison gave the edge to the Glen Ellyn ship on every count—stability, maneuverability, gliding ratio, and sinking speed. (Ed. Note: The ship is built of Sitka Spruce, instead of the pine used in factory built models. This saves a great deal of weight.)

Not shown in our pictures, but already initiated into Chicagoland skies is the new Baby Albatross, built from a kit by the Gage Park Glider Club and finished just in time to compete in the Frankfort contest and, we understand, to win a little \$\$\$.

Statistics of their performance are not available as this is being written, but we know they are doing a swell job — catching thermals and making precision landings every time.

Soon to take the air is the intermediate ship being put together by Wm. Hellenberg & Ernie Lohndorf. Most like a Wolf, the fuselage is ready now, and the Grunau Baby type wing will be in assembly in the next few weeks. These men are counting on the facilities of the new Gliderport and we hope their high expectations for

performance are fulfilled when they bring their ship to the field for its test flights. An experimental Certificate should make it okeh for this ship to fly on the federal airways (Greater Chicago Area).

BIG BENTON HARBOR CONTEST

Sailplanes of the Middle West will converge on Benton Harbor, Michigan, for two week-ends of soaring—November 4 and 5, and 11 and 12. Through the tireless efforts of your Contest Manager, Clem Luebker, and the assistance of Charles Mainland, the many details have been worked out to make things easy for contestants as well as guests and onlookers. Here's the whole story in summary, and this is YOUR INVITATION to attend and to compete.

Name: THIRD CHICAGOLAND SOARING CONTEST

Place: Higman Park Bluffs (N.W. of BH)
Hdqtrs: Benton Harbor Airport Mgr's office—for instructions.

Pilot fees: No entry fee required, but there will be a small winch launching fee.

Glider fees: No glider fees required.

Crews and Launching Equipment: Pilots must furnish own crews, a winch, a retrieving car, and a set of airwheel tires for '33, '34, and '35 Ford will be available (9" x 13").

Officials in Charge:

CONTEST MGR: Clem Luebker.

NAA OBSERVERS: Joe Steinhauser, Bob Blaine, and Leland Hanselman.

CONTEST CAPTAIN: Joe Steinhauser.

GROUND OPERATIONS CHIEF: Bill Prescott.

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NEWS FROM "THE THERMAL"

OUR "EXPERIMENTAL
EXHIBITION"

MONTHLY PUBLICATION OF THE S.C.S.A.

Dogged by the weatherman and by the dangers of semi-impromptu organization, was the not-too-successful "experimental exhibition" held at Vail Field during the week-ends of Sept. 16, 17 and 23, 24. Probably the most successful day, if it may be termed as such, was the first.

Inasmuch as a prearranged public liability insurance agreement did not become valid until Saturday noon, no activity was made evident until nearly 2 o'clock. Several ships and pilots, including 3 of each from San Diego, were on hand. Due to some difficulty, Jay Buxton's winch was not available and as such the majority of launchings were accomplished via automobile. Later in the afternoon, several airplane tows were made through the courtesy of our loyal friends, the Licensed Airmen of America.

A tragicomical occurrence took place Saturday night concluding the day's festivities. Gus Briegleb, Volmer Jonson and

Frank Wolcott moored their ships at the field to avoid an arduous disassembly and reassembly task the next morning, Sunday, as chose the others.

During the night several horses roamed the field in search of likely tidbits. The doped fabric of the aforementioned ships struck a delicate note upon the palates of the quadrupeds and said horses proceeded to recklessly devour all available fabric and varnished plywood. Apparently, the diet from Vol's ship didn't agree with one horse for he strolled over and deposited the remains on Gus's glider. However, in spite of the damage, all ships were repaired and back in the air the next day.

Sunday, and the following Saturday found all pilots beating the terrific heat via the "soft" drink route. The last day, Sunday the 24th, was equally baffling with the coming of an equally terrific rainstorm.

THE BRIEGLEB PLAN

A plan designed to aid the lay-

man and the non-technically minded enthusiast to actually enter the realm of gliding and soaring has been initiated by the Briegleb Aircraft Co., of Van Nuys, Calif. The Briegleb plan actually consists of four distinct plans, each requiring a progressively increased mechanical ability. The Briegleb BG-6 has been chosen as the most likely design to meet the required demands of the public. Technically, the BG-6 is a single-place utility glider of somewhat small dimensions but of exceptionally fine maneuverability, performance and stability.

THE HUTCHINSON UTILITY

Proof that the spirit of adventure in design is not yet dead, is amply demonstrated by Frank "Hutch" Hutchinson and his new single-place utility glider. "Hutch," it may be remembered, was among the early birds of Pacific Coast gliding and soaring. He once built and owned the largest single-place sailplane in the United

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