

INCREASED ACTIVITY AT ELMIRA

THANKSGIVING CONTEST

The following is a copy of the invitation issued by the Elmira Aero Soaring Corporation.

Dear Glider Pilot:

You are invited to participate in a three-day gliding and soaring meet at Harris Hill, Elmira, N. Y., November 24, 25, and 26. We shall greatly appreciate your cooperation in extending this invitation to others of your acquaintance who would be interested.

Prize money is already in the bank and will be transferred to the prize fund at the rate of \$25.00 per ship entered in the contest. Prize money will be distributed by the point award system on distance, altitude, and duration flights with the following minimum flight requirements: distance, 5 miles; altitude, 500' above point of release; duration, ½ hour. All ships will be classed as gliders, sailplanes, or intermediates, and will earn points accordingly—ship classification will be decided by vote of the pilots entered.

AIRPLANE TOWS ARE FREE to qualified pilots and ships.

NO ENTRY FEE.

Plenty of cabin space is available—*be sure* to bring your own blankets. Meals may be had at Mrs. Rhodes; or, you may cook your own.

An informal party will be held Saturday, November 25, with plenty to eat and a sufficient selection of beverages. Movies of the Tenth Annual National Soaring Contest will be shown.

Cordially,
MAURICE L. WATERS,
General Manager, E.A.S.C.

NEW SOURCE OF INCOME

Other clubs might be interested in a profitable idea suggested by a local member of the Elmira Aeronautical Association. Have you a local football team, high school or otherwise? Then, there is your goldmine; in football programs. Get the lineup, numbers and positions of the teams and have them printed in a folder. Get the local merchants to put ads on your programs, the more ads, the more money! If the spectators won't buy them, then give them away. We did and made money on the ads alone. This idea will be a help in getting you on your way toward a new glider, try it and see.

The Elmira Aeronautical Association elected the following officers at a recent meeting:

President: Lorenzo Bloom	Advisory Committee
Vice Pres.: Thomas Kennedy	Donald Miller
Secretary: Paul Kingston	Burr Jones
Treasurer: Leonard McLean	James Wilson
Sgt. at Arms: Cedric Wood	Sterling Reynolds

The new officers have planned many interesting events for the club. Among these is a campaign to arouse more local interest in aviation in general.

STERLING REYNOLDS.

ELMIRA GLIDER CLUB NEWS

Here is a little news from Elmira that might be useful. At the last meeting the Elmira Gliding Club took two "C" pilots into full membership, Frank Conace and Ladislav Srogi. Preparations were also made for winter flying authorizing construction of a Piralin windshield on

the Franklin. Repairs to the Club's damaged Franklin are nearly completed at the Aviation Ground School and it is hoped to resume training of our "plebes" this fall.

The Club was represented at the Wurtsboro, New York Gliding Meet on October 14 and 15 by a group including Maurice Waters, Youston Sekella, Floyd Sweet and other "C" pilots.

The Southside High School Aeronautical Association is launching their winter program with a new advisory staff composed of Horace Wilson, Donald Miller, and Burr Jones. Several of this group have student memberships in the Elmira Gliding Club and are progressing nicely with their gliding training. The flying members are Sterling Reynolds, Robert Boardman, Paul Kingston, and Leonard McLean.

DONALD MILLER.

SCHWEIZER METAL AIRCRAFT COMPANY MOVES TO ELMIRA

The Schweizer Metal Aircraft Company is definitely moving to Elmira and expects to be located there by the middle of November. We are locating in the same building as the Elmira Aviation Ground School and will have about 10,000 sq. ft. of floor space. We are incorporating and expanding our company which will be known as the Schweizer Aircraft Corp. We are adding to our personnel and equipment and due to this we will be better able to serve the gliding and soaring world. Through the nearness to Elmira site and

activities we hope both to benefit Elmira as well as ourselves.

PAUL SCHWEIZER.

CANADIAN SAILPLANE

"Last year I wrote to tell you that I was working on the design of a glider. My partner and I have since then completed its construction. Mr. Stevens, a member of the Lethbridge Club, has given



Home-built Craft, from Saskatoon, First of Its Type in Canada

our ship a few very short test hops. The ship has a span of forty feet, an aspect ratio of 11½, weight of 240 pounds, and wing loading of 3 lbs. per sq. ft. The wing is full cantilever with 4½° of geometric twist.

"Above appears a snapshot of our ship. It is our first humble attempt and neither of us had ever seen a glider before this one was built. In the snap my partner is seen in the cockpit."

JOHN BRANDLMAYR.

THE SOARING SOCIETY OF NORTHERN CALIFORNIA

WE were very late in getting our soaring activities started this year, due to rebuilding and reorganizing. However, a visit by Mr. Peter Riedel with the demonstration of his Kranich Sailplane at our Tracy Airport towing site in July was a highlight of the season. Riedel okehed the site for thermal soaring flights and believed some very long flights could be started from that point in the California Central Valley.

Although our attempt to run off a contest this year fell through, our newly elected officers believe that they can organize a good meet for 1940, due to the number of excellent contacts made during 1939. It appears that the Tracy Airport Site will be utilized and the affair will be similar to the Texas Meet, that is high tows will be utilized for the take-offs and the success of the meet will depend on the prevalence of good conditions. Otherwise, it may be necessary to alternate between the available sites using the most favorable for the given weather conditions.

COMMANDER BARNABY visited us in August on his way East. The Society held a special meeting at which 60 were in attendance and the Soaring Society Films were shown. This meeting happened to fall on the 30th Anniversary of Com. Barnaby's first flight in a glider. Com.

Barnaby spoke at length on his soaring experiences.

THREE SOARING PLANES and one trainer are now hangered by our members at the Livermore site which ships include Walters Pegasus which has been bought by group C of our Society for soaring training. Langley's Bowlus Super Albatross, Doyle's Secondary and Powell's old Bowlus. Also flying at Moffett Field down the peninsula are Kimball's H-17 and Johnston's Northrup primary.

PARTLY FINISHED are Wilson's ABC sailplane which is being built by Keeler at Marysville Junior College Glider Club and Gerbut's MacGill Secondary. Starting construction is Johnson's Baby Albatross. Congdon, former Salt Lake Glider Club member expects to start a similar ship.

OUR LATEST SOARING PILOT is Rod Doyle who has deserted the model building ranks to enter gliding. On his 14th flight in his secondary Doyle made a one hour and 8 minute flight using the slope wind going over a small foothill about ½ mile in front of the regular Altamount Pass Site for his first duration attempt.

We are starting to train a considerable number of new flyers via the primary route and also through dual training with a cub which is owned by Charley Wilber.

ALBERT F. HOEFLICH.