

News FROM Clubs AND Members

CLUB IN TASMANIA

Jack Owens sends us an interesting story:

I have just received the following communication from Gil Miles, operator of amateur station VK7KQ on the small island of Tasmania, south of Australia. (Speaking of soaring activities on the island he says) "I am an active member of the Tasmania Gliding and Soaring Club. The club owns a primary trainer, a two seater dual trainer, and an 'advanced' primary. The two-seater is being rebuilt and the primary is undergoing a complete overhaul.

"I intend to install 5 meter radio-gear in the machines later.

"We are only in the training stage here, but by the end of the year should own one or two sailplanes and be in full swing. We would be interested in some of your American ship designs if you could persuade some of your manufacturers to send me some 'dope.' I might even be able to act as their Australian representative.

"We have been operating from level ground about 15 miles out of Hobart, and when we gain a little more experience we will no doubt put in some better time. There are clubs operating in other

states on the mainland also. The Victorian club has a 'Grunau Baby' and have just put up 7 hours slope soaring.

"We have been using auto-tow exclusively, and have been able to get 700-800 feet using 1200 feet of 1/2" manila rope."

Mr. Miles is a former member of the Royal Australian Air Force and is now Chief Engineer of radio station VK7HT. I hope some of the manufacturers will oblige Gil with information on their utility and higher performance sailplanes. The address: Gil Miles, c/o station 7HT, 51 Murray St., Hobart Tasmania; or send to W7GDQ Radio Hill Omak, Washington, and I will gladly forward it.

THE HORSE COMES BACK

News from Doctor Klemperer: On July 20 Don Mitchell was towed aloft in a Bowlus Baby Albatross by two horses at Grand Central Airport, Glendale, California. The experiment was broadcast over the radio from the glider and from the ground. Glenn Martin was an interested spectator.

On August 4 members of Los Angeles and San Diego groups met near Hemet, California and carried out some 20 flights with 4 ships. John Robinson attained

3500 ft. and stayed aloft for 1 hour after auto pulley tow to about 400 feet. There were plenty of thermals around but the winds were tricky. The field is located in a broad valley between mountain ranges.

PURDUE ORGANIZES

Fred Eade writes about the Purdue Club:

Just a line from the "Flying Boilermakers" to say that we are reorganized and ready to make this a boom year for motorless flier around here. Election of officers of the Purdue Glider Club for the coming year was as follows:

President—Craig Miller
Vice President—Don Caffee
Secretary—Wm. Kane
Treasurer—Arvis Hilpert

The feature of our annual public open meeting will be our own movies of our flying at Frankfort this spring in color. We are contemplating a newer and better Moore B-2 popularly known as the "Flying Boilermaker" with a steel tube fuselage, which will hold up our theories on the superiority of dual instruction and the practicability of multi-place ships for primary and advanced motorless instruction. We are seeking ways and means to finance something in the higher performance utility field like a "Cinema" or a "Midwest" and hope before so very long to be an example of how a well dressed glider club should be equipped.

(Continued on page 12)

NEWS FROM "THE THERMAL"

MONTHLY BULLETIN OF THE SOUTHERN CALIFORNIA SOARING ASSOCIATION

FAMOUS VISITOR

Arriving too late to make our previous issue, was internationally famous Peter Riedel. In addition to being a member of the German Foreign Embassy, Mr. Riedel is probably better known to us as an international soaring idol. In spite of his being intensely active for more than 20 consecutive hours, Mr. Riedel held our avid attention for more than two hours as he displayed those qualities which not only make him an ace soaring pilot, but a man of pleasing personality and widespread learning.

Two Sundays later, Mr. Riedel gave a spectacular stunting exhibition in his German-built two-place "Kranich" sailplane at the Grand Central Air Terminal. During subsequent week-days, several members of our group had the extreme fortune of riding co-pilot with Mr. Riedel.

During his stay, Mr. Riedel visited several of Southern California's aviation factories. Four employees of North American Aviation, members of the S.C.S.A. had the pleasure of dining with this famous personage.

POST-CONTEST BANQUET

As a pleasant climax to two spectacular soaring contests, California paid homage to California's own, able representatives of the Wichita Falls, Texas meet, and the Decennial Soaring Contest at Elmira, N. Y.

At 8:00 o'clock Friday evening, August 7th, some 60 soaring enthusiasts gathered at the Hollywood Athletic Club for a feed and a roundtable discussion of mid-western and eastern contest events.

With a low mumble of anticipation among the compatriots and a rattling of dishes came the provender. First, a delicious cocktail closely followed with an appetizing fruit salad. Next, the main course of turkey, dressing, string beans, and mashed potatoes. For some moments naught was heard save the eerie clanking of eatin' tools again' teeth. The dinner was topped off by a delicious serving of ice cream, which Dick Essery capitalized upon no less than four times by hiding his empty dish under the hollow base of a handy trophy.

While the guests wore out several boxes of toothpicks, the representatives waxed prolific of the thrills of soaring to record performances. The assemblage was kept in high spirits by the rollicking tales of Fred "Speed" Westphal.

POET'S CORNER

"When deep below horizon's rim
Other sailplanes I survey,
I say to the reflection in the airspeed's glass,
'You're doing jolly well today!'"

"But when positions are turned about
And friends 'twixt cumuli are plying,
I howl with rage and loudly shout,
'This IS an inefficient crate I'm flying!'"
(Reprinted, in spite of protests, from the British "Sailplane and Glider.")

SAILPLANE FACTORY

Through the far-sightedness of that grand old man of soaring, Jay Buxton, plans have been formulated for a corporate concern dealing exclusively with the manufacture and sale of gliders and sailplanes. To start the ball rolling, Jay has designed a close replica of the "Transporter" for production. Through his methodical research have resulted numerous bids for financial support. The formulative details of the organization are to be handled by Jay himself.

In order to properly market a glider, it must be licensed, so says Buxton. For this reason Jay has come to the association in quest of engineering, drafting and mechanical ability for the nucleus of his organization.

The very fact that Buxton has actually laid the foundation for manufacture is true evidence of his realization that a demand for gliders is definitely eminent.

EDITORIAL

S. C. S. A. NEEDS . . .

. . . a more thoroughly organized membership. With the coming of a swell of popular approval and an acute cognizance of glider training possibilities by our Army Air Corps, we, as the only authoritative organization of enthusiasts in this area, will be duly called upon to represent this part, perhaps the whole of

(Continued on page 12)