

# News FROM Clubs AND Members

## NEW YORK ELMIRA

Maurice Waters, General Manager of the Elmira Soaring Area Corporation, sent in the following interesting story in answer to a request for a testimonial concerning the value of gliding and soaring with regard to powered flying:

Youston Sekella and I were to fly the mail to Buffalo during Air Mail Week last year. Around the Silver Lake region the motor stalled and we were forced to look for a landing place. As everything was plowed the only available spot was a small acre-and-a-half pasture lot with a high fence all around it and occupied by two cows and one pony. Needless to say we made it without any trouble whatsoever, and never even gave it a thought until later, when a few old-time pilots appeared on the scene. They swore up and down that we had carried the plane into the field as it was impossible to make a landing on it. The ship was Youston's Monocoupe (the flying coffin). The only reason we are in one piece today is the fact that Sekella had flown gliders for eight or nine years.

## INDIANA PURDUE

This account appeared in the *Purdue Exponent* on Wednesday, August 9, 1939:

### AERONAUTICAL MAKES HALF HOUR GLIDER FLIGHT OVER AIRPORT

The half hour motorless flight of Craig Miller, aeronautical junior mechanical over the airport Sunday was a finale for the summer gliding season. With a passenger to boot, Miller was winch towed to a height of 800 feet where he noticed the strong thermal updrafts on which he subsequently spiralled up into an altitude of nearly 3,000 feet.

When  $4\frac{1}{2}$  miles north of the field he decided to return again for lack of time to fly further; on landing he found that he had been aloft for nearly half an hour, unassisted by motor or artificial power of any kind, and in the presence of another, his sister passenger.

#### *Seven Solo Pilots*

Some 17 Purdue students began at the opening of summer school to prepare themselves for local gliding and soaring training. By now there have been developed seven new solo pilots from their ranks, and together they have made a total of over 800 winch towed motorless flights from the airport.

These new pilots have as their next objective the perfection of extended or soaring flights over prolonged periods of time. They will soon compete in the American Open Soaring Contest at Frankfort, Michigan, where slope soaring will be practiced along with the thermal soaring such as that practiced by Miller during his recent flight described here.

## MICHIGAN DETROIT

Lyman Wiard of the XYZ Club has donated and is installing a mile long telephone pole line around Triangle Gliderport so that portable phones may be plugged in by both the starter and winch crew no matter where they may be. It is believed that it will add a lot to the speed and safety of operations.

## NEW YORK HICKSVILLE

The following letter from Alex Dawydoff arrived too late for the July issue:

Had our equipment out on the Hicksville, L. I. field the next week end after Elmira. July 15th (Saturday) Jack Brookhart with a passenger soared the 2 place Schweizer for 23 minutes and reached an altitude of 2500 feet, unfortunately the passenger got air-sick and Jack had to abandon a 3 meter lift and come in. Georges Abrial the French Silver "C" who is the President of the French Soaring Group L'Air spent the week end with us, he flew the Schweizer and the Franklin. On July 16th (Sunday) conditions were still better,



plenty of thermals and cumulus clouds. Here is a flight log for this day:

Franklin:	Brookhart	4 min. 10 sec.
Franklin:	Kursawe	6:20
Franklin:	Schellhorn	7:45 alt. 1000 ft.
Franklin:	Abrial	3:55
Schweizer:	Dolger	12:32 alt. 1400 ft.
Schweizer:	Dolger	24:22 alt. 2400 ft.
Schweizer:	Brookhart	5:05 (7 P. M.)

From August 5th to 19th we expect to set up a glider camp at Hicksville mostly for the purpose of intensive training of our new members, but will take non-member students as well. Four of us: Jack Brookhart, Art Ramer, Bill Dolger, and myself will spend all of the 2 weeks on the field. All those who are interested can get information from Wm. Dolger, 163 E. 95th St., N. Y. C.

Another letter from Alex arrived just in time for this issue:

"We have been quite busy the last two weeks conducting our glider camp at Hicksville, L. I. Altogether we have 10 students going thru training. The weather conditions have been mostly against us, too gusty for instructions, nevertheless we managed to squeeze in a number of instruction tows.

"Today Jack Brookhart and I took off in our 2 place Schweizer on winch tow and after releasing at 600 feet caught a

thermal which started at  $\frac{1}{2}$  meter per second and, after some judicious circling, increased rapidly to  $4\frac{1}{2}$  meters, we went up to 5,500 feet right over the "Aviation Country Club." At 5,500 feet we were in the cloud base, but had to leave it, as our electric bank and turn indicator was not working and we were not wearing chutes. We tried to go cross-country to Floyd Bennett Field but the lift gave out. The few thermals we encountered were very weak and of very short duration and the air extremely rough where ever there were some clouds. We played around for 25 minutes around Roosevelt Field and after getting as low as 500 feet gave up and landed there.

"This is the highest altitude ever attained by a two place sailplane at L. I. At the take off the wind direction was from the East, but it swung around during our flight 90 degrees and was blowing from the South. We took off at 12:55 A.M. and landed at Roosevelt Field at 2:30 P.M. Duration 1 hour 35 minutes."

## MRS. EATON MARRIED

Mrs. Warren E. Eaton, widow of the late founder of the Soaring Society of America, who has carried on his work with many valuable contributions to the Soaring movement, was married on July 26th in New York City to Mr. Herbert E. Warren of Fairlee, Vermont. Mr. Warren, a graduate of Bowdoin College, class of 1910, was a master of foreign languages at private schools and is now retired.

Mr. and Mrs. Warren will leave this month for Lausanne, Switzerland where Mrs. Warren's daughters, Janet and Elise Eaton, will attend school for a year. Warren E. Eaton, Jr. will return to Lawrenceville school.

## Notice to Airplane Pilots

In recognition of the close connection between skill with gliders and sail planes and skill in flying airplanes, the Civil Aeronautics Authority today modified the regulations to make it easier for holders of private pilot airplane certificates to secure certificates for gliding.

The regulations have hitherto required that all applicants for certificates as glider pilots must have had at least 100 glider flights before applying for examination and flight test. The amendment to the regulations, adopted today, makes it possible for a candidate for a glider pilot certificate who already holds an airplane pilot certificate to qualify for examination after 25 glider flights or after five hours of gliding-soaring time.

## CORRECTION

The August issue of *Soaring* contained the erroneous statement that Chester Decker's flight to Atlantic City was a goal flight. Chet had announced Roosevelt field as his goal, but eventually decided against bucking a cross wind, and tried for distance. He was stopped only by the Atlantic Ocean.