

BENNY IN GLIDER- LAND

by Alexis Dawydoff

T'was morning, and on Harris Hill
Fog rose from dewy ground
And in the early misty still,
Was loud the siren's sound.

"Awake and shine ye agile crews
Assemble mad men's dreams"
When from a pile of struts and screws
Were heard most ghostly screams:

"Hark! I was thinking of a way
To measure base of clouds
By putting on the right wing stay
Thermometers in shrouds

"On each wing tip you must install
A thermocouple snout
Which, if it ever works at all
Will sniff the Thermals out.

"Oh, you must see my sixteen place,
My slots for the Cadets,
My scheme of staying in the space
By use of Spider nets.

"Do hark to me, Oh glider men!
Who flit from cloud to cloud,
I am well known as Madman Ben,
Who talks both long and loud."

ACROBATIC PILOT DELIVERS MAIL

Charles F. Abel, of Florida, well known glider acrobatic pilot, has been giving excellent stunting exhibitions at various air shows throughout the country. On August 2nd, he made what is believed to be the first air mail delivery in a glider in Iowa when he was airplane towed from Fort Dodge to the Jefferson air show with 1000 letters. Shortly afterward, at the Sheldon, Iowa, air show, he stole a good deal of the show from the airplane pilots.

Abel's glider is rather unusual in that it is a biplane with standard airplane landing gear. In the air, it appears not unlike a normal airplane. The short wing span gives it a high degree of maneuverability and makes it an ideal stunting ship.

American Open Soaring Meet

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struts. The high performance wings are of monospar wood and plywood construction with single strut bracing. The utility wings have not been completed yet, but its performance with the other ones was excellent. It is extremely maneuverable without being tricky, and has a very flat glide. The cockpit is quite roomy and has plenty of shoulder room. There is, as yet, no enclosure. The rudder pedals appear similar to those on the Franklin, but are hinged from the top. This gives rather a shock to the pilot who pushes on one pedal with his toe and the other one with his heel, as is done with the Franklin. On our first turn we executed a violent, nose high slip, but once we had discovered the source of the trouble, we liked the control very much.

In closing we must not fail to mention the generosity and hearty cooperation of the people of Frankfort. Among the entertainment features provided by the townspeople, was the fish-bake, which has always been a prominent feature of Frankfort meets. It would be very difficult to discover many other such affairs where so many people are fed all they wish of such excellent food. Also included in the entertainment program were a weenie roast and a dance, neither of which had taken place at the time this article is being written. With the combination of the excellent treatment by the town and many and varied summer activities provided by northern Michigan, Frankfort does not need good soaring weather to be popular with the pilots.

ANOTHER NEW ONE

The Schweizer brothers were taking one of their utilities across the Hudson River on the Newburg Ferry. The ship had red wings and was carried on an unpainted wooden trailer. One of the passengers inquired as to where they were taking the neon sign.

CLASSIFIED ADVERTISEMENTS

WANTED: Engineering graduate for glider stress and drawing work. Must have a sincere interest in soaring and be willing to start at a modest salary. Excellent chances for advancement. Write box No. 1, Soaring Society of America.

ANNOUNCING THE BRIEGLER HIGH PERFORMANCE UTILITY—MODEL BG—6 (Now undergoing C. A. A. tests)—with authority to construct one ship only. \$12.50. Kits at \$175.00, \$275, and \$345. Glider complete \$495. Write for information. Briegleb Aircraft Company, Van Nuys, California.

FRANKLIN GLIDER or parts in any condition wanted. State condition and price. Fred Johnson, 1st Avenue, Hawthorne, N. J.

ALBATROSS SAILPLANE for sale. Completely reconditioned by Ted Bellak. Complete with trailer and tow line. \$995.00.

FOR SALE—One standard Franklin wing (right)—excellent condition, never been flown since being rebuilt and recovered —\$75.00.

MINIMOIA SAILPLANE for sale and enclosed trailer. Full set blind flying instruments, 1,000 feet tow line and all tools required for assembly.—\$1,450.00. Chester Decker, 34 Cambridge Place, Glen Rock, N. J., Ridgewood 6-1505 J.

BACK ISSUES OF SOARING available through the S.S.A. headquarters. Complete set of 1938 issues—\$2.00; nine issues of 1937—\$2.00.

HALLER HAWK JR. FOR SALE. Ship in first class condition, complete overhaul, by Elmira Aviation Ground School January, 1939, N. C. Licensed to March, 1940. Sell complete with instruments and trailer. Partners, living too far apart, will dispose of ship to highest bidder. Bids above \$300 entertained. Write, D. R. Boone, 703 Raleigh Ave., Norfolk, Virginia.

CLASSIFIED ADVERTISEMENTS—5c per word—minimum rate \$1.50.

Late News Flashes

ATLANTA

Word has just arrived from Atlanta, Georgia, that Captain J. S. Charles, American Airlines pilot, about whom an article appears elsewhere in this issue, has just exceeded his silver "C" duration and his golden "C" altitude. On September 2nd., after being towed aloft behind a 65 hp. cub, he remained aloft more than five hours in his Baby Albatross, and attained an altitude of over 10,200 ft. above the point of release. Since the flight described on page 5, his craft has been equipped with blind flying instruments. The dispatch did not state whether or not he carried a barograph.

FRANKFORT

Word has just reached us, through unofficial sources, that three more pilots have just joined the Dunkers Club of Michigan. Unfortunately, we only have the names of two of them, so, in fairness to them, we cannot reveal their identity until we have discovered who the third victim is.

In case any readers are not familiar with the Dunkers Club, we must explain that it is a group composed of those who have landed in the water in craft not designed for such a purpose. There is naturally a large chapter at Frankfort, where such excellent facilities are afforded by Lake Michigan.