

INDIANA (Continued)

Purdue

March 23 to 30, were spent seeing through our Spring Vacation Soaring Expedition which for the last two years has been spent at Frankfort, Michigan. Post expedition activity proceeded with immediate resumption of winch-multi-place motorless flight training with "dawn patrols" our specialty. First flights began at 4:00 a. m. o'clock or daylight and continued till class time at 8:00 a. m. o'clock. Second session continued immediately if launching and retriever were refueled and if student schedules permitted, till noon. Afternoon sessions lasted till nightfall by substituting some fresh crew members, and twice during the month, flight totals for the day exceeded the one hundred mark.

Frequently the Albatross is rolled out for the advance students to fly alternately with the two-place (PGC-2), and by efficient flight managership, there is always a ship on the line when the retriever brings back the wire.

April 21, 1940, dawned bright and early for the Purdue Glider Club. Twelve pilots turned out at daylight to fly into "thermal time" (which takes the place of the old lunch time here) and after sixty-nine flights this is what happened: The thermals had been getting noticeably stronger as the morning progressed with everyone spiraling continuously over the airport and the fields adjacent. On the seventieth flight, Craig Miller, flying the PGC-2 (two-place), got stronger lifts than anyone else had felt over the southwest corner of the field (the wind was about NNE 20) and from 900 feet launch altitude, spiraled away and reached 4200 feet maximum altitude, landed 22 miles away, 1 hour and 50 minutes after take-off. Altitude reached above point of release was 3300 feet.

On the 71st flight (his 5th flight in the Albatross), Delbert Lewis took off in "la Paloma" getting off the wire at about 1000 feet and leaving the vicinity to climb to 5400 feet (4400 feet above point of release), continuing to soar for 3 hours and 14 minutes and landing at Greencastle, Indiana, 60 miles away. Lewis said he flew under an overcast that shut off the sun's rays to prevent the formation of new thermals; this the cause of his landing after only the three hours.

Both the above flights were completed without flight damage to any equipment. Ironically enough, however, a passing motorist overtook one of the ship trailers during the return drive to the home field slightly damaging a wing tip. It is of definite interest to note that the two cross country flights were made the same day that Stan Corcoran in Cinema I and Joe Steinhauer in his Rhonsperber ("Gunter Groenhoff") did similar flying from Chicago; this is a sort of proof of the similarity of weather conditions between here and there, and of the abundance of soaring possibilities in this area which to date have barely been tapped.

In spite of the enforced cessation of activities during wet days which is injurious to the sod of the Airport here, we managed to run off nearly a thousand flights during the month of April.

MASSACHUSETTS

Osterville

Parker Leonard, that little man who fills the cockpit of a Wolf so completely, has been doing something new in slope soaring on the dunes at Cornhill. His activities are best described in his own words.

"My activities have been nil all winter. My last flight in the fall was 6 hours and 45 minutes at Cornhill on September 28th. It ended at 10 P. M. with the temperature close to freezing, full moon, and the North West wind blowing at 50 mph. (actual anemometer reading) and still raising.

This spring's progress so far consists of one flight on April 17th, 2 hours and 25 minutes, mostly after dark. We have developed a system of 32 candle power bulbs clipped to storage batteries for landing lights and to mark turning points at the top of the dunes.

On this flight, I had a due East wind about 15 mph. and before darkness set in, I slid up the beach to Highland Light and back to Nauset Light, 15 miles apart, taking just 17 minutes each way. (Remember how he zoomed Harris Hill at 80 mph. last year?)

Two of my best crew members will soon be in the air with me. They are Francis Marsters of West Barnstable, with a long wing Mead Secondary, and Pete Largergren of Centerville, with a Pruefling. Both ships will be in A-1 shape and ready to fly in June."



MICHIGAN

Triangle glider port

Week-end activity at Triangle Glider Port has increased with the coming of Spring. Art Schultz writes in that the boys (and girls) are making splendid flights from winch tow. Chapman, in the L. I. T. IV, has been making 25 to 45 minute flights, while Santilli has made over half an hour in a Franklin. Other flights on thermals from winch tow range from 10 to 15 minutes.

Helen Montgomery tells of a wild ride in a Franklin recently which resulted in a distance hop of 26.4 miles and altitude of 6050 feet. She said, "I could have gone higher had I been a little less conservative, but I got cold feet (two kinds) when the going got quite turbulent and the lift too great. So, in consideration for my lack of a parachute, I dived out of the thermal and avoided being drawn into the cloud overhead. When our Wolf gets back into commission after undergoing minor repairs, I'll feel a lot safer about tacking such flights. We always use a parachute with it."

Perhaps it would be well if more pilots practiced Helen's conservatism.

Chapman and Putnam expect to take in the Texas Meet with the L. I. T. IV and the Midwest Intermediate. Lyman Wiard and Santilli expect to attend also.

The Detroit area expects to be well represented at the Elmira Meet this year with four or five ships and as many or more good pilots.

NEW YORK

Elmira

Following weeks of virtual inactivity on Harris Hill due to the presence of snow, ice and mud, activities were resumed on the weekend of May 4, with the arrival of ideal soaring weather. Stan Smith and his crew from Buffalo were on the scene early assembling the two-seater "Golden Goose." It was Stan's good fortune to find an energetic thermal lift which enabled him to soar with his passenger to a good altitude for over an hour. Youston Sekella took the Elmira Gliding Club Franklin for a spin.

The strength of the thermal was well demonstrated by Floyd Sweet in the Rhonbussard. Immediately after release from winch tow, the Bussard was whisked rapidly upward to 4000 ft., from which altitude a cross-country flight was begun into the wind. On reaching Corning, fifteen air miles from Harris Hill, Sweet found thermal conditions suitable for a return flight. By following the Chemung Valley back to Harris Hill, the difficult flight was completed with altitude to spare.

Elmira Gliding Club is conducting a class for five students with two students nearing their "C" test and two other students preparing for training. On Saturday, May 11, Youston Sekella, Club Instructor, supervised flights by Greig, Wolcott, McLean, and Kingston, having only one mishap—a flat tire.

A definite procedure now adopted by the Club is to use an airspeed indicator in the training Franklin as soon as the student has progressed far enough to use the cockpit cover.

The Club plans to be represented at the regional contest held at Wurtsboro Airport from May 30 to June 2, and at the same time stage a show with another crew on Harris Hill for the visiting crowd.



New York City

The Airhopper's dance was a great success and a fine time was had by all. Among the people attending were Earl Southee, Bob Stanley, Zack Mosley, creator of "Smiling Jack," Warren Eaton, and Hans Groenhoff.

The Airhoppers are off to an early start this year as they have been out for some weeks already training fledglings. Their two-place has been thoroughly gone over and has received a new finish. They are completing the overhaul on their winch and are building an automatic winder. They are purchasing 5000 feet of wire for telephone communication system for winch operation. Their most ambitious undertaking is the construction of a hangar. It isn't expected it will be done in a hurry, but they will be satisfied if it is ready by next summer. Ben Shupack went down to Washington and he reports that they may expect favorable action from the F. C. C. on radio use for gliding.