

## New Sailplane Company

A new company, that will manufacture sailplanes and gliders and operate schools of soaring, has been formed in Chicago, it has been announced by Oscar G. Mayer, President of The Chicago Association of Commerce. The new concern, the Frankfort Sailplane Company, is to take over the assets of a glider company that has been operating at Frankfort, Michigan, for the past year and a half.

J. J. Smiley, Jr., who has been connected with the Frankfort Company, is to head the new concern. Associated with him will be Stanley Corcoran who will direct manufacturing and school operations. Corcoran, an outstanding American soaring pilot, designed the line of ships that the company will market.

The company has leased space at the Howard Aircraft plant, 5301 West 65th Street, and the engineering department at Howard is now working on the approved type certificates for the line of single and two-place sailplanes. The first five ships are now nearing completion at the Howard plant and production will be stepped up within the next few weeks.

Smiley said, "The company will operate a summer school of soaring at Frankfort, Michigan, where a successful school was conducted last summer, and, in addition, will open a Chicago soaring school in the near future."

## Glider Experts to Open School

A new school of motorless flying—second of its kind to be planned for the Chicago area this summer—will open at Air Activities airport on North avenue near West Chicago. This was announced by Joseph Steinhauser and Arthur Hoffman, veteran soaring experts who will operate the new school under the name of the Motorless Flying Institute.

Eight courses will be offered. These are intended to appeal to beginners as well as expert soaring pilots. Several courses are designed for pilots with power plane experience.

Three types of high performance soaring planes will be available to students when the school opens. One will be the Wolf intermediate ship Steinhauser brought from Germany three years ago and another

will be a Rhonsperber sailplane that took the American soaring championship in the national meet in Elmira, N. Y., in 1938.

The third is to be a new Schweizer two-place soaring ship. This is an all-metal ship that has just been granted its approved type certificate by the Civil Aeronautics Authority. As such it is the first American sailplane to obtain this certificate of airworthiness and ruggedness.

Steinhauser has been a soaring enthusiast for more than 20 years and has more than 100 hours in the air to his credit. He trained members of glider clubs at Ashburn and Sky Harbor airports in 1925 and in 1936.

## Bob Platt

The death of Robert C. Platt, an engineer for the N. A. C. A., on May 20, deprived soaring of another good friend. He died of injuries sustained when his sailplane "Ibis" dove in from about 150 feet while being auto towed on the Newport News Airport.

The accident occurred while he was engaged in running one of a series of tests he had been making in the interest of glider aerodynamics. Since the field from which he was operating was small, he had instructed the tow car driver to reverse his direction at the end of the runway while he executed a 180 with the rope attached. Platt evidently had some sort of difficulty just as the maneuver was being attempted and crashed before a recovery could be effected.

"Bob" attended several of the recent national contests where he made many friends. His advice and council was eagerly sought and freely given to those interested in aerodynamics and structures.

## Capt. Robert M. Losey

Captain Robert M. Losey, U. S. Air Corps, was killed near Dombas, Norway, by a bomb splinter, while observing an aerial bombardment. His official capacity was that of Assistant U. S. Air Attache for Sweden, Finland, and Norway.

Captain Losey was recognized as one of the outstanding students of meteorology in the Air Corps and had received important assignments when a meteorology branch was organized in the air arm of the Army. It was while on such an assignment that he attended the national meet last year. He made many friends among the soaring pilots during his brief stay at the meet.

## Mid Air Crash

The pilots involved in the mid air crash at the West Coast Meet were well known in gliding and soaring circles. George Palmer was employed by the Ryan Aeronautical Company and was a pilot of considerable experience.

Paul Sanderson was Stress Analysis Engineer at Lockheed and had served as chairman of the Technical Committee of the S. C. S. A. Sanderson was a former instructor in the University of Michigan Glider Club and had been through the Navy flight course at Pensacola.

GET YOUR SOARING BOOKS  
NOW

FLIGHT WITHOUT POWER

by

LEWIN BARRINGER

\$3.50 postpaid

THE ART OF SOARING  
FLIGHT

by

WOLF HIRTH

\$2.00 postpaid

\* \* \* \*

Used Gliders and Sailplanes

2 Franklin PS-2 Utility Gliders  
Smith Two-place, side-by-side  
Rhonbussard Sailplane  
Pruefling Secondary

Write for details and prices

Schweizer Aircraft Corporation  
Elmira, N. Y.

**CLOSING OUT DLV RELEASES—**

**\$4.00 each**

**First Come . . . First Served**