

## News FROM Clubs AND Members

### CALIFORNIA

#### Southern California Association

The Southern California Soaring Association will hold a "hard times party" Saturday, October 19, at 8 P. M. The affair under the direction of William G. (Gus) Briegleb, Chairman, will be held at the Van Nuys Women's Club. Sounds like good entertainment, and we hope that Gus will give us a good story on it in next month's "SOARING."

#### New "Thermal"

The Southern California Soaring Association has come out with a new "Thermal" an improvement over their former monthly publication. It now is a four-page 8½ x 11 publication, printed by photo-offset. The new editor is John Livingstone. Present officers of the Southern California Soaring Association are: President, Wolfgang B. Klemperer; Vice-President, Harvey Stephens; Secretary-Treasurer, the ever faithful Paul W. Hepburn, who has carried the torch for that organization for a long time.

### CONNECTICUT

#### Connecticut Soaring Assoc.

Early in June the Connecticut Soaring Association started training with their newly acquired equipment and as a club logged nearly 100 flights between 6:30 A. M. and 2 P. M. A minor accident to the ship on the last flight laid it up for a week, but they are hard at it again.

The Association seems to be stirring up considerable interest in and around Hartford, Connecticut.

### GEORGIA

#### Atlanta

W. R. Plage of Atlanta, Georgia, sent in the following news of gliding activities in the Southeast.

"As you know, soaring activity in the Southeast has been very small up to this year, but it looks as if it is now on a very definite upturn.

"Captain Shelly Charles' very successful flights last summer in his 'LaPaloma' opened peoples' eyes to what can be done with thermal soaring in this section of the country, and with his 'Minemoa' flying around overhead this summer, many folks are getting stiff necks from their first glimpse of a sailplane in flight.

"Shelly has had many fine flights in his 'Minimoa,' mostly from airplane tows. He has gone to 9000 feet several times and he has logged several flights of 3 to 3½ hours each. He also put on a soaring exhibition at the Birmingham Air Carnival at Birmingham, Alabama, June 1 and 2, and gave many people their first sight of a sailplane doing aerobatics.

"The only other ship in this immediate vicinity is a Franklin PS-2 owned by R. Avery Hall. Murray Schwartz, Avery Hall, and I fly this ship every Sunday and we have had encouraging results, although we

have been handicapped by our inability to gain sufficient altitude on auto tow to consistently find thermals. I have flown this ship to 3800 feet from a 600 foot tow with 35 minutes duration and to 3200 feet with 20 minutes duration and both Avery Hall and Murray Schwartz have had several 15 minute flights, all from auto tows. We are now building a winch and hope to have much more consistent results since we hope to be able to get around 1000 feet on the winch tow.

"We have had some rather amusing experiences with the spectators watching our rather strenuous efforts to get the Franklin up to 600 or 700 feet, and one or two of them will bear repeating. One farmer, after watching several flights, was heard to remark to a companion in a puzzled voice, 'I know that durned thing is run by a spring, but dog-gone if I can see where they wind it.' On several occasions the crowd has been forced to run for its collective life or to drop into the dust to avoid being run down when the pilot wanted to land close to the launching point, and after a few experiences of this sort, the spectators learned to stay clear of the landing area.

"Shelly Charles was flying his 'LaPaloma' last summer, and he was approached by a young farmer who inquired what made that thing fly. Shelly very carefully explained how the wings, moving through the air created a low pressure area on top of the wing, and since the pressure under the wing was greater than on top, the lift



Avery Hall in the Southeastern group's Franklin

thus created kept the ship in the air. 'The farmer nodded several times to show he understood, then said, 'Yeah, that's fine, but what makes that thing fly?'

"We do not have any developed slope soaring locations yet, but we have some ideal spots picked out. One in particular looks good. This is near Chatsworth, Ga., and it has a bowl shaped slope, quite high, facing the prevailing winds and with plenty of cultivated fields at the foot of the slope. The only drawback is the lack of a take-off clearing on top of the slope. It is a State Park and has a good road to the top, and we hope to find some way to get a clearing on top.

"We are organizing the Southern Soaring Association with the main objectives

of organizing the few isolated soaring pilots and clubs in this section, the promotion of interest in soaring, and the development of soaring sites. We hope to eventually have an annual soaring meet, which will depend on our success in establishing soaring sites. We would like to take this opportunity of extending an invitation to any soaring pilot or club in this section to join our organization. There are no dues or fees." The officers are as follows:

Shelly Charles, 1830 Peachtree Road, Atlanta, Georgia, President.

R. Avery Hall, 705 Myrtle Street, Atlanta, Georgia, Secretary.

A. Murray Schwartz, 1140 Piedmont Ave., Atlanta, Ga., Chief Engineer.

### INDIANA

#### Fort Wayne Air Show

For about eight or nine months we (Ken and Clara M. Bradley) have been trying to educate the people of Fort Wayne, Indiana, to the fact that a glider is not something you put on the front porch. It has been a tough job in a city where the people are so power-plane-minded. Their most frequent expression is "I want to feel a motor there pulling me, I don't want to be up there depending on nothing but air currents!" You also hear: "How do they stay up?" "How can they come down?" "They can't stay up any length of time, can they?" These talks really keep us in a whirl trying to answer their questions. We have all our back issues of SOARING all over town trying to prove to these "doubting Thomases" that a glider does more than go up and come right down again.

On Sunday, July 21, we proved this point along with several others to them. The Aero Club of Fort Wayne held its annual Air Show. Ken and I persuaded the Air Show Director to make arrangements for three sailplanes to come down from Triangle Gliderport where we spend every weekend possible. After two trips up there and much correspondence, Elmer Zook, John Nowak, and Jack Murphy agreed to come down and fly the Midwest, ABC Sailplane, and Haller Hawk respectively.

A couple hours before the show Elmer decided to make a few flights in the Midwest. He used auto tow with about six hundred feet of rope. He tried twice with no results, but on the third tow he caught a good lift. After releasing in it he attained an altitude of about 4500 feet with a lift of 4½ meters. The day was so warm that he had gone up with neither scoop nor 'chute.

When fifteen minutes had passed and Elmer was still up, Ken and I began to look for the Air Show Director, Mr. Schott, the airport manager, and every powerplane pilot that we could find. "See 'our' glider up there over the hangar—no higher than that—he's been up there twenty minutes." We continued to tell them that it was the kind of a glider we were going to buy for our prospective glider club. The airport manager turned around to a friend and simply said, "Well look at that!" He was so surprised that he was just standing there with his mouth open and didn't know just what to say. It certainly made a lot of those power pilots take back a lot of the things they had said about gliders and soaring. After Elmer had stayed up 45 minutes they