

were really backed down.

Elmer had to go into a spin to lose altitude; otherwise, he could have probably stayed up all afternoon. When nobody found anything during the act, he was sorry that he hadn't gone cross-country, but we were more than satisfied with the results of the flight.

Since the air show several of the pilots have said that they would like to go up in a glider "just once." They also expressed the fact that a glider might be safer than an airplane. It was a surprise to them to see the Midwest spin so beautifully. Elmer said that it was the first time that he had put the ship into a spin and that it had certainly done a nice job.

During the act Johnny Nowak located a lift but since he had no instruments, 'chute or scoop, he merely flew across the field and landed in front of the grandstand "so that they could see what a glider looked like." We then pulled the ABC up in front of the standing crowd where we put it on the trailer. Jack had two flights without finding anything. All the gliders were put on their trailers in front of the hangars where the crowd and local power pilots could see "how it is done" (quoting Johnny).

The ships were the curiosity of the show. Mr. Schott tells us that since the Air Show he has heard and been asked a lot about the gliders. So we really made great progress toward our glider club which we have already dubbed "The Thermal Hoppers" or "Hoppers," as Ken says.

Don't think that we have made our progress singly or that we deserve all the credit. We owe so much to Helen Montgomery who, in case you don't know, is a former Fort Wayne girl, Elmer Zook, John Nowak, Rodney Mast, and The SSA through SOARING.

We foresee the organization of our club yet this fall. The Aero Club have offered to help us all they can and, with them behind us, we have all the support we need. Anything that they okay is fine by Fort Wayne. There is no good reason why we can't have a fine club here soon with more to follow.

Anybody having any information or advice to give which he feels could be of help to us, please let us have it as it would be greatly appreciated. Send it to K. W. Bradley, 718 Columbia, Side Entrance, Fort Wayne, Indiana. Should you be passing through, call us or stop to see us. You will be most welcome.

I hope that before many months I can tell you that we are really "thermal hoppers."

## MICHIGAN

### Frankfort

Although we have not had much news from Frankfort of late, they are still doing plenty of gliding up there.

R. L. Dixon made a cross country flight of 18 miles in the club's "Cinema" early in the summer. We hope to hear more from them now that the tourist season is over and they are reverting to their normal life.

### Triangle Gliderport

Triangle Gliderport has resumed its feverish activity with the return of several of its ships from the Na-

tional Contest at Elmira.

Thermal flights of 3,000 to 4,000 feet are common with all ships being launched by winch. Laurence Edgar of Wauseon, Ohio, has been visiting at Triangle with his Franklin utility.

It is not uncommon for the day's activities to net 100 flights.

A recent communication from the Triangle Gliderport carried the information that Ted Bellak flew his "Minemoa" into Canada on July 20, for the first international distance flight and an international mixup.

Ted landed at Chatham, Ontario, a distance of 64 miles from Triangle Gliderport where he was launched by winch tow. This also establishes a new Michigan distance record, the previous one of 41 miles having been held by Art Schultz.

Ted managed to talk down the farmer in whose field he landed from \$10.00 to \$6.00. The international mixup occurred when L. D. Montgomery attempted to get into Canada to retrieve the "Minemoa," since Ted departed with the registration certificates for car and trailer in his pocket. With the cooperation of the officials, Monty managed to get back in time for work Monday morning.

## NEW YORK

### Attend Maine Meet

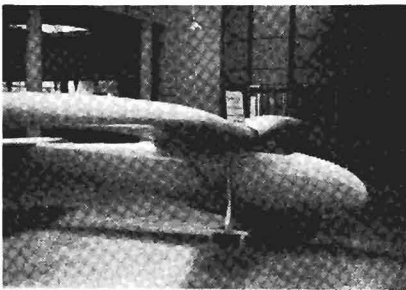
Emil Lehecka, Ben Shupack, and Alexis Dawydoff attended the Maine Aero Rendezvous held recently at Augusta, Maine, where Emil put on a stunt show with Herman Kursawe's "Kirby Kite." His show was enthusiastically received by the crowd which was especially enthusiastic over the slow rolls.

A week later, operating from Holmes Airport, Jackson Heights, Long Island, Emil was towed to 3500 feet by Speed Hanzlick in a Waco F. After finishing a stunting exhibition over the World's Fair, he caught a strong thermal at 1500 feet, went up to 6000 feet and flew cross country to Hicksville, Long Island, a distance of 25 miles.

Kursawe's "Kirby Kite" is a beautiful ship and presents an example of some of the finest craftsmanship seen in this country. It took him two years to construct it from drawings obtained in England. The ship was recently on display at the World's Fair where the accompanying photograph was taken.

### Hudson Valley

The Hudson Valley Glider Club is holding its annual fall meet at their Wurtsboro soaring site the weekend of October 12 and 13. This will be their



Kursawe's Kirby Kite on display at New York World's Fair

second fall meet, last year's having been held at approximately the same time and a good time was had by all who attended.

### Airhoppers

Louis Mehmel, President of the Airhoppers Gliding and Soaring Club, Inc., has this to say about the recent doings of his club:

On Saturday, Sept. 22nd, Herman Kursawe made a 40 min. flight in the "Kite" on a combination ridge current and thermal condition. He was forced down prematurely by an approaching thunderstorm which unfolded in all its fury about 10 min. after Herman landed. We were drenched before we had a chance to pull the cotter pins. Putting one of the panels into the trailer, the wind almost set the darn thing a-sailing across the field with Herman at the butt end.

Sunday, Sept. 23rd, was strictly a ridge soaring day. A beautiful N. W. wind stood almost straight on the ridge, blowing with respectable force. Allan Van Name took off in the Franklin and polished the ridge for an hour and 45 min., attaining an altitude of 2500 ft.

Herman landed after 15 min. of the same polishing process to let Frank Schellhorn fly the "Kite" for 1 hr. 6 min. I made a try but had to land after 10 min., being unable to gain altitude.

Herman made his second flight for the day and remained aloft for 1 hr. 30 min.

This is about all I can remember right now, except that Ed. Quarterman of Hudson Valley Glider Club remained up for quite some time in the Schweizer "Futility" Cruller No. 1. Unfortunately I failed to get the time on his flight accurately.

### Elmira

To gain first-hand knowledge of the problems confronting them in undertaking a gliding school, the Elmira Area Soaring Corporation decided to conduct an experimental two-week training course in the late summer or early fall of this year. As soon as the news was out, applications began to pour in at an alarming rate. Only eight were accepted for a two-week class, starting September 9th.

The last day of the course four students were given the renowned "Slide to the valley" from Harris Hill. Later the same day each of them earned his Soaring Society "C" license with soaring flights above their point of release, averaging 18 minutes.

### Snowbird Contest

Plans for the second national Snowbird Contest to be held at Elmira, November 22nd, 23rd and 24th are well under way. The success of last year's Contest has prompted the Elmira Area Soaring Corporation to again sponsor an early winter contest. There will be the usual point award system, and best of all, heated cabins will be furnished.

## WASHINGTON

### Takoma

The Takoma Soaring Club formed in October 1939, and consisting of seven members using a primary glider, has been very active. To date, their members have logged many flights each and they are preparing to take their FAI "B" license test.

At this rate they will soon be ready for a utility glider and their "C" licenses.