

ILLINOIS Chicago

Joe Steinhauser, Chicagoland's most energetic glider pilot, is doing a wonderful job of selling motorless flight to John Q. Public. Joe recently purchased the two-place Schweizer which holds the American distance and altitude records. He is now trying to figure out how he can keep the ship in the air long enough to establish a new duration record.

During the last six week-ends he has carried 267 people aloft in the two-place, of whom 60 had never flown in any aircraft before and of whom 53 were certificated pilots. On November 10th he made 50 flights in one day between 9 A.M. and 4:30 P.M. His total flying time during this period has been over 32 hours.

In his spare evenings he has been giving lectures to interested groups in and about Chicago, using the SSA films. To date he has completed 7 of these lectures.

What a real job of selling! More power to Joe and his M. F. I.

INDIANA Purdue University

Activities of the Purdue Glider Club have been rather restricted since September when one of the club members spun the "Super Boilermaker" in from about 400 feet and broke both ankles.

The club is busily engaged in the rebuilding of the nose of their two-place and, since their wings were approaching retirement age, they have wisely decided to build a new set which will be of the mono-spar type. Fred Sarginson reports that they hope to have the ship completed and flying very soon.

They had the misfortune to wash out "La Paloma," their Baby Albatross, at the American Open Contest.

MASSACHUSETTS Cambridge

We have an interesting letter from Dave Stacey, a member of the Harvard Gliding Club, mailed from Porta Cabella, Venezuela.

"I am down here on a vacation cruise and I thought I'd pass on some information before I forgot the details. I don't know if anyone would ever want to soar down here, but the conditions are perfect. I've seen about 1000 miscellaneous buzzards, vultures, etc. soaring around here and not once have I seen any of these birds flap their wings to climb. Everything seems to be going up. I watched a vulture work his way up from 50 ft. to the cloud base and he didn't have any trouble at all.

"Speaking of clouds this is the cool part of the year, but the place is just lousy with cumulus. By about 2:00 P.M. the sky is about 2/3 covered with them, but the birds continue to soar all day. I tried to find out whether the birds ever entered the clouds, but I couldn't see decently, and no one ever seemed to watch them.

"I also wanted to talk to some of the power plane pilots about thermals, but

we were here for only a short time and my Spanish is non-existent.

"I noticed two good soaring sites. The first at La Guira on the coast, has a Pan American airport which is only occasionally used during the day. Behind the airport the mountains rise about 7000 ft. in roughly a mile. The slope is really too steep for smooth ridge soaring and the wind blows parallel to the ridge most of the time. However, the soil is sandy and the slope is the most terrific thermal factory imaginable. Vultures by the hundreds soar along the ridge, just out from the automobile road that crosses the range. None ever seemed to lose any altitude unintentionally and when they were climbing I should say they had at least 6 ft./sec. The disadvantage of this sport is the fact that the airport is the only landing place, so cross country is impossible unless the coastal range is crossed.

"The town of Maracay has the same amount of soaring, but due only to flat country and a lake-land boundary. This has two airports and a number of fields for forced landings.

"This information is probably of no use, but it might be handy if some soaring pilot ends up in Venezuela."

MICHIGAN Chelsea Gliding and Soaring as Part of the National Defense Program

The Government through one of its agencies, the National Youth Administration of Michigan, under the administration of Mr. O. W. Kaye, has released contracts with the Schweizer Aircraft Corporation of Elmira, New York, for three all-metal two-place sailplane kits to be constructed at the Cassidy Lake Technical School at Chelsea, Michigan, under the direction of Theodore Bellak, aviation director and soaring pilot.

This is the first real test the Government is making in using motorless planes as a part of the National Defense Program. The war in Europe has shown the value of a large glider trained reserve and more people are beginning to appreciate the value of gliding and soaring not only as a means of primary training but also as a means of improving flying technique, finishing a pilot and improving meteorological knowledge.

This is the first time the Government has purchased metal motorless aircraft. According to Bellak's plan, these sailplanes will be furnished in knocked down form and the NYA students will gain valuable experience in metal airplane construction in completing them. When complete they will be used in a flight training plan also under his direction. Great advantages are seen in coupling the construction and flying of these sailplanes together. Steps are under way to adopt this plan on a nation wide scale.

The two-place sailplanes are of all metal construction and of a type that can be used for training as well as advanced flying. This type holds the National distance record of 215 miles and the World's altitude record of 14,000 feet for two-place sailplanes. It is fully licensed by the CAA and is used by many clubs in this country.

All those in aviation will be watching the progress of this plan with special interest.

MICHIGAN Detroit

Johnny Nowak hearkened to our plea for news and more news, and to date has been our steadiest contributor. He is the new No. 1 booster for the boys at Triangle Gliderport.

On November 10th, Lyman Wiard took off by winch tow from Triangle and made a cross-country flight to Wyandotte, Michigan. He was in the air 55 minutes and flew a distance of 20 miles, best altitude about 3,800 feet. Lyman has been proving himself master of his Franklin by consistently good performances such as this.

On Sunday, November 24, Dallas Wise, Jr., age 14, took his father's Franklin utility aloft from the Triangle port and made a flight of 11 minutes, reaching an altitude of 1,200 feet. Quoting Johnny:

"This is very good work for a novice like Dallas, considering the small amount of training he has had."

The father, not to be outdone by his son, went aloft by winch tow but succeeded in making a flight of only 10 minutes' duration. Can't you hear cries of "Daddy, buy me a glider this Christmas," going up in the Wise home. Another interesting side of this story is the fact that Mr. and Mrs. Wise and their son attended the Snowbird Meet in Elmira Saturday, November 23, took the sleeper to Detroit late Saturday night, and arrived there early Sunday morning. In spite of their fatigue they paid a visit to Triangle Gliderport Sunday afternoon at which time the above flights occurred. What is there about this gliding game that seems to revive one's spirits so quickly?

Another group of pilots from Muskegon, Michigan, has joined in the flying at Triangle. They are flying a Cadet utility.

Johnny reports that they have 5 girls now in training at the port one of whom travels from Grand Rapids, a distance of 200 miles.

MICHIGAN Muskegon

Malcolm W. Huges, Secretary of the Muskegon Glider Club, reports that that organization has completed a year of very successful operations with their Cadet.

In their early training they had trouble with the wire snagging but, since they started using a parachute on the end of the wire, they have overcome the difficulty. The shroud lines of this parachute are spliced into the short length of rope used on the glider end of the towing wire. The towing pull keeps the parachute closed until released from the ship. This method of towing through shroud lines is rather unique.

All the members of the club are flying regularly and doing well. They have had both slope and thermal soaring, and are looking forward to next summer with a great deal of anticipation. They have a Baby Albatross on order and hope to use it for more advanced work this coming year.

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