

## NEW YORK Airhoppers

Alexis Dawydoff sends the latest news from the Airhoppers.

Louis Mehmel, who for a number of years was the guiding spirit of the Airhoppers Gliding and Soaring Club, has resigned from the presidency of the club due to pressure of business. Mehmel, Kursawe and Schellhorn were the original organizers of the Airhoppers, back in 1929. It was entirely due to his efforts, enthusiasm and ability that the club survived the years of depression and became known through the length and breadth of the United States as one of the biggest in the country. He resigned just before the yearly election of officers. Our election system differs from most of the clubs in the respect that during the yearly meeting the club members elect five trustees who, in their turn, elect the club officers. The five trustees selected were: Barringer, Van Name, Dawydoff, Sutherland and Pfeiffer. At the meeting of the trustees, held on February 14th, the following were elected as officers of the club: Alexis Dawydoff, President; Alan Van Name, Vice President; Ted Pfeiffer, Treasurer and Peter Sutherland, Secretary.

Our two-place Schweizer sailplane, which was damaged in a bad landing in November has been sold to Jack Brookhart, Alan Van Name and Winnie Block. This makes it the third privately owned ship in the club. Herman Kursawe and Frank Schellhorn own the Kite; Peter Sutherland and Ted Pfeiffer bought the Gull wing Franklin "Mint Julep" from the Wings Club of Philadelphia, Pa.; and Jack, Winnie and Alan the two-place.

We shall expand our membership shortly, inasmuch as we have quite a number of inquiries from people anxious to get into gliding. Most of these inquiries are from people who read Tom Kelland's excellent articles on gliding in the World-Telegram. For this purpose an open meeting will be held at the Times Square Hotel in New York City to which all inquirers will be invited. Motion pictures of gliding and soaring activities will be shown and talks by some of our more eloquent members given.

On March 1 we shall hold our annual dance at the Peter Stuyvesant Hotel, 86th St. and Central Park West, New York City, and hope that some of the members of the gliding fraternity who happen to be in or near New York at that time will join us at the above hotel in "soaring good time."

## Hudson Valley Banquet

The Hudson Valley Gliding Club is to have its annual banquet on Saturday, February 22 at the Hotel Shelton, Lexington Ave. and 49th St., New York City. Tentative plans include a soaring meeting during the day and a visit to the Light Airplane & Glider show at the National Sportsman show at the Grand Central Palace. There will be movies and speakers at the banquet and all are invited to attend. Information and tickets can be obtained from Ed Quarterman of 53 Maple Street, Poughkeepsie, N. Y., or any Hudson Valley Club member.

## Wurtsboro

On November 3, there was considerable activity at the Wurtsboro glider site which is reported by Allen Van Name, a member of the Airhoppers Gliding Club:

"Pete Sutherland, Ted Pfeiffer and I arrived in Wurtsboro Saturday night, November 2. We got up early Sunday morning and set up the Pruefling. In a little while Don Lawrence and Ray Castler came along with the Cadet. The wind was blowing out of the northwest, but it was one of those days when there were gusts up to 30 mph. We decided to tie the ships down until afternoon to see if the wind would settle to a steady breeze. Herman Kursawe came up by bus about 12 o'clock and we helped him set up the "Kite."

"About 2:30 the wind seemed to have settled a little so we decided to fly. The Pruefling stayed on the ground because it was still too windy to fly such a slow ship. Don Lawrence made some pulley tows in the Cadet, flew back to the ridge and on some of his flights had to fight like the devil to stay because of the turbulence next to the ridge. Once after a fifteen minute hop, Don came down physically exhausted, saying it was the worst beating he had ever taken.

"Ray Castler made some flights with a similar experience. Herman made one or two flights in the "Kite" and on one got over to the ridge and managed to hang on for a half hour which he claimed was enough for him.

"When it came my turn to fly, the time was about 4:15. I took one tow in the "Kite," flew over to the ridge, but I couldn't hang on. I took another tow and after getting to the ridge, I managed to hit a nice strong up which brought me almost even with the top of the ridge before the down drafts got a chance at me. There were times, before I got on the ridge, that the ship would drop 100 ft., so fast that

you would think the wings had come off. After clearing the top of the ridge, the air was a little smoother, but the wind was much stronger so that I had to fly almost head on at 45 mph to avoid being pushed back over the ridge.

"The lift carried me up to 2,000 ft., and there I stayed until it was almost dark. I then started for the field at 60 mph and by the time I reached the middle of the field, I had lost 1,000 ft. The air was much more turbulent at this altitude. Halfway through my 360° turn of the field, I was back at the ridge and flying at 60 mph. The ship hit a terrific downdraft which almost threw me out of the ship. I was thrust hard against my safety belt and my feet left the rudder pedals bound for the top of the plywood nose. From this point on until landing, it was just like riding a bronco.

"The flight lasted a little over an hour, but the effects were felt for a couple of days.

"The ships were taken apart with the aid of auto lights and we departed for home."

## CLASSIFIED ADS

**FOR SALE**—High performance utility "Bluebird." Newly reconditioned and recovered. Gull wing. Cockpit enclosure, spoilers, DLV, new trailer. \$400 cash. Write R. A. Sparling, Kingsley, Mich.

**FOR SALE**—\$500 SUNSPOT utility sailplane—Excellent condition. Equipped with a fine trailer, also altimeter, air speed, and bank indicator. R. G. Heyl, Jr., 202 E. 34 St., Baltimore, Md.

For those interested in gliding and soaring as a career, openings may soon develop for positions in: engineering, sales, shopwork, flight instruction, field operations, office and development work. Send qualifications and phase most interested in to Box A c/o Soaring Society of America, Box 71, Elmira, N. Y.

## Membership Application

*I hereby apply for membership in the Soaring Society of America, Inc. under the classification designated below. My*  
*Check* *is attached.*  
*Money Order*

- ☐ **ACTIVE MEMBERSHIP** - - - \$4.00  
Membership Card, Subscription to Soaring, free issuance of licenses, voting power, free entrance to all sanctioned soaring contests.
- ☐ **ASSOCIATE MEMBERSHIP** - - - \$2.50  
Membership Card, Subscription to Soaring, voting power.

Name (please print) .....

Address .....

Past or present soaring activities .....

.....

.....

**MAKE ALL CHECKS PAYABLE TO THE SOARING SOCIETY OF AMERICA, INC.**  
**BOX 71, ELMIRA, N. Y.**