

News FROM Clubs AND Members

CALIFORNIA

AT PALOS VERDES

As if to make up in frequency of soaring winds what was lacking in lateness of season, the Palos Verdes site has been consistently keeping boys on their toes.

The first of a series of excellent slope winds, beginning February 15th, brought out Harvey Stephens and his "Thunderbird" accompanied by Bob Buell and Max Archer. Harvey and Buell barely held their own for an average of 25 minutes each in a weak slope wind. Freshening winds helped all three pilots "over the top" to 2000 feet, each with a duration of 45 minutes. Frank Hutchinson giggled up his sleeve at the others for 3½ hours while he shunted his "floating aileron" job about the "time splitters."

Sunday, February 15, offered the best slope soaring of the season to date with a corking north wind blowing gliders all over the sky. Five ships were on tap and managed to wangle an astounding total time of approximately 18 hours. Altitudes ranged from 1200 to 2800 feet in variable wind velocities. The day's monotony for "Iron Pants" boys (Duration pilots) was broken by a splendid aerobatic exhibition by Don Stevens piloting Frank Wolcott's colorful utility.

Respective durations, some accurate from eye-witnesses, some approximated because of unavailability of adequate information are tabulated below:

PILOT	SHIP	HRS.
Bailey	"Little Beauty"	0:30
Sanderson	"Little Beauty"	1:30
Hugil	"Little Beauty"	1:30
Jensen	"Soloflugen"	2:00
Stevens	Wolcott	2:00
Wolcott	Wolcott	2:00
Hutchinson	"Vireo"	4:00
Hall	"Cherokee"	5:06

AT ROSAMOND

Rosamond Dry Lake, even though partially submerged as a result of recent rains, played host to an increasing number of ships and pilots during the last period. On February 11, Bud Kimball, Harland Ross and Bob Buell made 23 flights totaling 2 hours and 15 minutes. Tows were exceptionally high, averaging 1600 feet altitude with a 2100 foot towline. Buell pulled up to 1800 feet on the same towline. (Engineers, figure the towline stresses on that one!) Kimball, from 1500 feet, worked up to 2100 feet with an 11 minute duration. Flights averaged from 8 to 12 minutes.

Vol Jensen on the same day made 30 flights in training four students, two of which did their first soaring, and the other two making their first flights.

On February 18, Bud Kimball and Bob Buell each logged 7 flights in the former's Cadet. Kimball totalled 37 minutes while Buell logged 78 minutes. Longest flight of the day lasted 23 minutes with Buell at the controls, battling up and down currents

measuring from 6 to 10 feet per second, to an altitude of 2300 feet.

Not so fortunate that same week-end were the Aero I. T. I. boys with the G-1. They did land-office training Saturday and Sunday, but froze Saturday night and fixed blowouts all the way home Sunday night.

S.C.S.A. GLIDER PARTY

Well, another fine Glider Party has slipped under the skid. And we didn't need a rain check either. Due to a smoothly working agreement between the Executive Committee and the weather man, the sun played to S.R.O. (Standing Room Only). And while we burn the joss sticks to old man Sol, we must not forget our debt to M.G.M.'s director, Mr. Clarence Brown, who so graciously allowed us the use of his beautiful ranch.

While no record soaring was done, there was a fine turnout of ships and pilots. We counted twelve sailplanes (?) including the old reliable Zenonia which Johnny Robinson lugged all the way from San Diego.

Hawley Bowlus came in at 2500 feet in one of his "Babies," dutifully tagging along on a string behind Gordon Buck's Cub, and spent a pleasant half hour loafing down to the field after releasing.

Jack O'Meara did the only soaring of the meet with a smooth flight on a weak thermal.

Power ships came and went, with as many as eight on the field at one time. Their flights were sandwiched neatly in between glider takeoffs, and when coupled with the forty flights made by the glider pilots, it speaks well of the pilots' skill, and the fine work of Max Archer and Co.'s two way radiophone control from take-off point to winch.

Photographers literally dropped from the trees and the clatter of camera shutters was as the rattle of hail on a tin roof. Even when darkness drove the pilots from the air to the barbecue pits, the steady munch of hot dogs was broken by the flare of flash bulbs.

The evening's entertainment was as fine as the day's. Including eating, horseracing, eating, an hour of beautiful color movies of the Great Silver Fleet, eating, more movies of Pan American Airways, eating, and fine music by Stan Hall and his accordion.

Sunday was a larger edition of Saturday, with more notables from many walks present. Among these were Ed Heineman of Douglas, Carl Squire of Lockheed, Dick Mock, Fokker Representative of Douglas, Tom Wolfe of Western Air, Ray Acre of Air Associates, Wally Timm, and Robert Fowler who flew across country in a Wright Model B. in 1911-12.

So everyone was full of fried chicken, hot biscuits and satisfaction. . . .

Tricky gadget Johnny Robinson has. The take-off gear, consisting of two small, releasable wheels, are lowered via parachute. The system works fine when the chute works!

Outstanding were Bob Bailey's splendid

operation of Flight Activities, Manager Ray Cooper's fine preparation, Al Essig's group of first-rate photographers, Mr. Clarence Brown's gracious hospitality.

Saturday's air was treacherous. Sunday produced a bad downdraft just north of the winch where, had it not been for a small open patch and some fast thinking on Sven Ingels' part, an "unsatisfactory landing" might have occurred.

DISTRICT OF COLUMBIA

Where's Hank? The former general manager of the SSA and editor of SOARING, Henry Wightman, is still working hard in the interests of his fellow birdmen. He is now in the CAA offices in Washington putting Manual 05 into shape for publication. This manual will supplement CAR 05, "Glider Airworthiness." Many home builders are anxious to get this manual, so more power to you Hank.

ILLINOIS

GLEN ELLYN GLIDER ASSOCIATION

The Glen Ellyn Glider Association has established itself as a "pressure group" to engage in activities for the promotion of soaring as a sport. Heretofore they have been more or less associated with the Chicagoland Glider Council but are now identified as an independent group. They plan to continue to work with their former associates for their mutual benefit.

The clubs comprising the Glen Ellyn Glider Association are, the Glen Ellyn Glider Club, the Fledglings, and the Silver Hawks. Their combined equipment consists of a Wolf sailplane and a Waco primary.

GLEN ELLYN-WOLF

Harold Krueger, Dave Miller, and Bob Blaine successfully met the requirements for Certificate of Airworthiness on their recently finished Wolf sailplane. These requirements were based on the International reciprocal agreement between Germany and United States which provides that the requirements for airworthiness set up by each Government are satisfactory to the other.

Harry and Dave, after building most of the parts during 1937 and 1938, were joined by Bob Blaine in 1939. Since the authentic drawings had been followed in every detail (translation from metric to inch system was a headache), it was decided to apply for a full NC and airplane-tow privileges, and full OK to fly on Federal airways.

No less than eight periodical CAA inspections to determine conformity to specifications and excellence of workmanship were made during 1939. Then a long series of flight tests, flown by Joe Steinhäuser, were conducted at both Curtiss Airport and Air Activities Airport (West Chicago) to determine flight characteristics under all launching methods.

Five months after the application was