

completed, the Civil Aeronautics Authority awarded the full Certificate of Airworthiness—a license to airplane tow, to fly on Federal airways, and to fly for hire. The certificate is proudly mounted in the cockpit—first of its kind in America.

CHICAGOLAND

COUNCIL MEMBERS ELECT

Ballots cast by mail were counted by president Joe Steinhauser and his election committee. Five directors for the coming year were elected:

Joe Steinhauser	
Clem Luebker	Bob Blaine
Wayne Thomis	Fred Eade

From this Board of Directors will be chosen—in Directors' Meeting—the officers for 1940. Work there will be for all—not only for the officers but for members who surely realize that the big program for 1940 soaring accomplishment will demand increased duties for members and committees.

MICHIGAN

Triangle Glider Port

Art Schultz writes that he visited the Triangle Glider Port a few Sundays ago and got the surprise of his life. Expecting to find only one or two others who were to assist in trying out the new Midwest Utility, he found it a beehive of activity. Fully half of the Detroit Glider Council were on the job fussing with their ships and getting ready for a full day of flying. When the day ended, the official log showed over 50 flights.

The field consists of only 67 acres which means that the traffic was heavy with two winches operating at the same time. What is there about this sport that is so fascinating that even the coldest of weather finds the pilots all on the job?

NEW YORK

Schenectady Gliding and Soaring Association

On February 12th of this year, a group of aviation enthusiasts gathered in the Chamber of Commerce rooms in Schenectady and formed a glider club. Instrumental in getting the group under way were Aubrey Coyle, a glider pilot and Donn Munson, aviation editor of the *Gazette*.

Elected as temporary officers for a period of two months were: President, Robert Barr; vice president, Donald Rickard; treasurers, Michael DeAngelus and George Vogel; secretary, Miss Trudy Rose; advisory committee, Don Campbell, John Horn, Albert Hurd, Aubrey Coyle, Donn Munson, and the club officers.

The club is purchasing a training ship and expects to get under way in time to have some worthy competitors in the annual contest. The Soaring Society welcomes this new club.

HUDSON VALLEY GLIDING CLUB BANQUET

The annual banquet of the Hudson Valley Club was held at Bonnie Brook, Peekskill, N. Y. on February 24th. About 100 members, guests and friends attended. The banquet was preceded by a general meeting of those interested in soaring from the Hudson Valley and Metropolitan area. Plans for the coming year were discussed and a meeting of the Metropolitan Soaring Association arranged for.

The banquet opened with an address of welcome and short club history by Herbert Sargent, chief instructor and co-founder. Ed Quarterman, club "spark plug," gave a resume of the year's activity. A total of over 1000 flights were made in spite of the late spring start. Earl Southee gave a short talk on the need for supporting the SSA. In reply, the Hudson Valley Club voted its full cooperation.

Robert Stanley, newly appointed Contest Chairman of the SSA, spoke on the plans for the coming National Contest. Although he said that nothing was official as yet, he mentioned that he proposed several changes. The most important of these was the proposal that duration not be counted for the Silver C class, substituting credit for speed in reaching a destination.

Lewin Barringer gave a talk on the scientific approach to soaring, showing that this was necessary to the real success of the movement. This was followed by films on soaring and cloud formations.

Newly elected officers for the coming year are: president, Herbert J. Sargent; vice president, Arlee Hauck; secretary, Edward Quarterman; treasurer, William Price; directors, besides the officers, James Martin, Ernest Schweizer, and Paul Schweizer.

Elmira

Soaring on Harris Hill has given way to winter sports with the completion of the new toboggan and ski runs. For the past two months, all gliders and sailplanes have rested in their hangars, sealed in by eight foot snow drifts.

Speed Record?

On February 3rd, Youston Sekella, with Richard McGrath as a passenger, made a very unusual cross country flight in a Schweizer 2-place. Taking off from Harris Hill into a 30 mph. Northwest wind, pilot and passenger reached 3000 feet in two short passes up and down the ridge. As this was to be only a test hop, the ship was headed out over the valley in the hope of losing sufficient altitude to permit a landing back on the hill. Much to their surprise, they continued to gain altitude and were soon at 5000 ft. above and to the rear of Harris Hill. The wind velocity at this altitude was about double that on the hill and seeing that there was no hope of getting back there, Youston turned with the wind and started

cross country. Thirty minutes later, having failed to find any further lift, he was forced to land at Towanda, 40 air miles from his starting point! Paging speed demon Bob Stanley!

WISCONSIN

A stiff West wind kept spot-landing champion, Junior Blue, aloft for nearly 10 hours, a few days ago, allowing him to set a new Wisconsin duration record! On March 14, according to Leland Hanselman, they launched from the ice of Lake Winnebago to soar over High Cliff. After a take-off at 5 P.M., Blue flew until 2:45 A.M. when the wind got tired and quit. Hanselman says they were disappointed because they had hoped to keep a-going for 24 hours!

TEXAS

Plans are under way for the Third Annual Southwestern Soaring Contest to be staged at Wichita Falls, Texas. The dates have been set June 2nd to June 16th. Many trophies and prizes have already been donated and efforts are being made to triple the point award fund over that of last year.



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