

Foreign & News Notes

ENGLAND

One of our subscribers from the British Isles writes from "Somewhere in France with the British Expeditionary Force" that he looks forward anxiously for his copy of SOARING.

He goes on to state that in spite of the war the British soaring pilots still take a great interest in gliding and soaring though there seems little chance of their doing any flying for some time to come. Right up to the end of November they carried on gliding at Dunstable, but even that has been stopped now.

Henry Theo Tester, Esq. of Birmingham has this to say, "I'd like to take this opportunity of wishing American Soaring 'all the very best'. It seems that all we shall be able to do here is to read about our delightful pastime for a while now."

The war is taking its toll of soaring pilots who have been called to the colors. It is with deep regret that we learn of the passing of Squadron Leader P. M. Watt and Desmond Payne, both killed on Active Service. "Willie" Watt held "Silver C" number 241 in the international series, and No. 8 on the British list.

It looks as if news from our British friends is going to be limited for the time being and we certainly hope the conflict will end soon.



WEST AUSTRALIA

One of our members recently received a letter from a friend from West Australia. He is Ric New of North Perth where his club operates from a dry lake 5 miles long and 2 miles wide. Their equipment consists of a Rhon Ranger and what is left of a Kestrel. One of the club members with a limited amount of experience got in to a spin from which he was unable to recover. Fortunately for the pilot, he landed in a swamp and was saved from serious injury.



SWITZERLAND

Visiting in the United States is one of Switzerland's foremost pilots. He is Max Schachenmann, Jr. of Oftringen and holds the altitude and distance records in competitions in his native land. He plans to spend his spare time, between business engagements, visiting as many regional and sectional organizations

as possible. We should all be on the lookout for this young man for he is most enthusiastic about motorless flight.



GERMANY

A bit of news has just trickled in from Wolfe Hirth. He states that for the first two months of the war gliding was stopped entirely but has been permitted since then. His factory is still making gliders, mostly for export, but part of his employees have been assigned to repairing training planes for the training camps.

Gasoline shortage is the most severe complaint but since he has a physical handicap and his wife chauffeurs for her sister, a physician, they are allowed 25 gallons a month. In suitable weather, Wolf Hirth uses a small motorcycle to conserve his gasoline supply.



GLIDER PILOTS TAKE NOTICE

The Air Safety Board, reporting yesterday on airplane accidents analyzed and transmitted to the Civil Aeronautics Authority in February, said that a majority of the fatal accidents were those in which aircraft "spun in" or stalled and dived to the ground.

Tom Hardin, chairman of the board, noted that twelve of the twenty-three fatal flying accidents resulted from stalls or spins, and pointed out that this percentage was typical of accidents in civil flying in the last eighteen months. Although accidents resulting from spins or stalls were but a small percentage of all the accidents, the proportion of mishaps from these causes resulting in death was "inordinately high," he said.

"Nearly all the stall and spin accidents analyzed by us have been caused by the pilot's lack of skill, combined with the vulnerability of the aircraft to stall and spins in the hands of unskilled airmen," Mr. Hardin reported. "In all too many cases, both of those factors have been aggravated by show-off or reckless flying at low altitudes."

Mr. Hardin stressed that the Air Safety Board recognized the importance of good basic training and the use of well-qualified instructors as a means of eliminating this type of accident, and that for this reason it had supported the Civil Aeronautics Authority in its efforts to promote higher standards of training.

CAA EXPERT MAKES TESTS AT ELMIRA

Strength tests of the two-place sailplane of the Schweizer Metal Aircraft Corporation have been conducted by Engineering Inspector, Carl Achtercirchen, of the Civil Aeronautics Authority.

Mr. Achtercirchen came here from Washington to make the tests at the Elmira Heights plant of the glider manufacturers. Among the 20 tests made was one in which bags of sand weighing more than 1,500 pounds were loaded on a wing of the ship.

The tests lead to an approved type certificate issued by the CAA.

An order for a two-place sailplane has been received by the Schweizer firm from Joe Steinhäuser, who plans a gliding school in Chicago.



BOWLUS SAILPLANES, INC.

Not a stock-selling venture, this new company has enlisted the hearty support of the aviation industry. Among noteworthy stockholders whose sole interest lies in providing the youth of this country with a safe and instructive outlet for its keen interest and enthusiasm are: Donald Douglas, Robert E. Gross, John K. Northrop and Richard W. Miller, presidents, respectively, of Douglas, Lockheed, Northrop, and Vultee manufacturing firms; A. S. Menasco, of aircraft engine fame; Thomas J. Wolfe, vice president of Western Air Express; Major C. C. Moseley, president of Curtiss-Wright Technical Institute; Dwight Whiting, vice president of Pacific Finance Corporation; W. L. Stewart, Jr., vice president of Union Oil Co.

Mr. Douglas volunteered the following statement on behalf of his associates: "Aviation as a career has an undeniable appeal for the young generation. To a certain degree we feel an obligation to provide the opportunity for satisfying these youthful ambitions. We believe the sailplane, safeguarded in design and manufacture through the experience of modern airplane production, is ideally adapted to this purpose. . . ."

With added machinery and equipment for necessary plant expansions already installed at the Bowlus San Fernando factory, the company's plans call for an immediate schedule of 15 sailplanes monthly.

Active charge of the business has been placed in the hands of Major N. R. "Ray" Cooper, former general manager of the National Aeronautic Association in Washington, for eight years with the Detroit Board of Commerce. Cooper will function as vice president and general manager. Other officers and directors have not yet been announced.



NEW PILOT

Announcing the arrival of Walter Milton to Mr. and Mrs. Wolfgang B. Klemperer on January 6, 1940. Congratulations!