

AN AIRLINE PILOT LOOKS AT SOARING

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member of the EAL radio staff was heard to remark, 'I never saw the like of these pilots. Just let an engine miss one beat, and they set up a squawk you can hear over the whole division; yet on his day off this guy floats around in a crate with no engine at all! It just don't make sense!' Then there was the rural chap who showed a great interest in the test hop proceedings. Always anxious to win the good will of the local populace, a member of the ground crew spent patient minutes explaining how the wings produced lift as the air passed over them, how the airplane engine and propeller were replaced by the tow rope attached to the nose, and how the plane was controlled by the various movable surfaces. An understanding nod and enlightened smile greeted his efforts; not until he had finished and began to turn away did the blow fall. 'Yeah, I know,' said our bucolic friend, 'but what makes it fly?'

'Still another side of the sport was revealed to me after the first test hop. A point that is probably appreciated only by those who are actively engaged in gliding. It is the spirit of friendly cooperation which is developed by the group of fellows who get together for a week-end of soaring. A spirit that makes light work of tedious downwind retrieval, or repairs a balky tow car in the field—that asks no more reward than to see a lucky pilot contact a thermal and be carried up and away, even though it will take all night to get him!'

Further proof of the interest which Captain Charles is taking in soaring is provided by the announcement of his latest acquisition, a German-built "Minimoa" sailplane formerly belonging to the present National Soaring Champion, Chet Decker. With this equipment, new record flights are almost sure to result.

CHATTANOOGA GLIDER CLUB

I bought a "Baby Albatross" kit last spring, but did not receive the last shipment until November. With the aid of five local pilots, namely: Jimmy Smith, Howard Daffron, Charley Eubanks, Joe Wolfe, and Al (Bud) Whiteside, it was completed December 9th and I test hopped it the following Sunday morning. Each of us was limited to one flight only, due to the fact that a heavy fog lay on the field and objects on the ground could not be seen from five hundred feet. The "Baby" has about fifty hops to its credit, the longest flight remains at twelve minutes, made by Joe Wolfe on the only favorable day we've had since starting.

So far, auto-towing has been our means of launching but I expect to complete, very soon, a winch drum to operate off the rear wheel of my truck which will also be used as a retriever. As soon as the necessary licenses are obtained for the ship and ourselves we intend to airplane tow also.

Thermal conditions are excellent in this Jimmy Smith soared a Taylorcraft, with a dead engine, almost an hour and the same day Whiteside soared his Cub an hour and twenty-eight minutes also with a dead en-

gine. I have gained considerable altitude in winter thermals, in light planes, by spiraling with engine throttled.

We are looking forward to a Southeastern soaring meet with Captain Shelly Charles, of Atlanta, and others who have sailplanes in this section of the country.

The Chattanooga Glider Club has been dormant for several years, but we expect to renew its activity by organizing a soaring club in the near future.

Yours very truly,

CARL E. KUHLO.

AIR TRANSPORT ASSO- CIATION METEORO- LOGICAL AND DIS- PATCHING RESEARCH AWARDS

Cash awards to pilots, dispatchers, and meteorologists of air lines of the United States for the best original research having practical application to aeronautical meteorology and aircraft dispatching, will be made annually, according to Colonel Edgar S. Gorrell, President of the Association.

The first of such awards will be available on September 1, 1940, with the first prize \$250, the second \$150, and the third \$100. If, in the opinion of the award committee, no worthy research is produced by July 1, 1940, the \$500 annual prize money will accrue to be added to a like amount available for use during the ensuing year.

The research papers, detailing the investigation and the conclusions which are to have practical application toward improvement in aeronautical weather forecasts and the dispatching of aircraft, must arrive by July 1, 1940 at the Air Transport Association, 135 South La Salle Street, Chicago. Collaboration between two persons is permitted. Chief pilots, chief meteorologists and other supervisory operations personnel are not eligible for the award. Research conducted by pilots, meteorologists and dispatchers in collaboration with such supervisory personnel will not qualify for the awards.

Published articles (3 copies) may be submitted for the consideration of the award committee; otherwise three copies of the papers—double spaced. Mathematical equations should be clearly delineated and formulae completed in the papers.

In addition to these annual awards an Air Transport Association Fellowship for persons eligible for graduate work in meteorology, open to air line employees as well as students in meteorology, will be announced at an early date.

NEW PILOTS

Mr. and Mrs. Floyd Sweet, of Elmira, announce the birth of a son, Floyd Jerome, Jr., on January 2, 1940.

Mr. and Mrs. Lewin B. Barringer announce the birth of a son, Lewin B. Barringer, Jr., on January 9th, 1940, in Orange, N. J.

AIRHOPPERS INCORPORATED

This item was intended for the December issue. (Ed. note).

Here is some news of the Airhoppers—We are incorporated now. The club will be known henceforth as the Airhoppers' Gliding and Soaring Club, Inc. At

the annual meeting election of officers was held. The following were elected:

President: Louis Mehmel.

Vice President: Alexis Dawydoff.

Secretary: Wm. Dolger.

Treasurer: Wm. Rodenberg.

Directors of the Club are the officers plus Lewin Barringer, Alan Van Nome, W. Clack, and Arthur Ramer.

The weekend of November 11th and 12th, we were flying at Hicksville. In those two days we made over 30 flights with the two-place. Total time was three hours. One flight lasted 30 minutes and another 24 minutes. Best altitude 2000 feet. Both of these flights were made by Jack Brookhart. The 30 minute one was solo. The 24 minute one Herman Kursaw was passenger.

Best regards,

ALEXIS DAWYDOFF.

SOARING IN PALESTINE

At this moment, we are in an awkward position and it is my belief that you can help us.

Till now, only two methods of launching have been used in this country, shock-cord, as the more common, and car-tow for "B" candidates only. At this moment, there is only one serviceable shock-cord in this country. This belongs to a group of a dozen "Kvuzoth," i. e. cooperative settlements, and we are unable to get hold of it. Car-tow can be used only for advanced students, and only on the seashore.

As far as I can gather from American papers, winches have been successfully used by you. We think that they may be suited to our requirements. We are therefore very anxious to obtain full particulars, such as drawings for winches, length of cable, starting-procedure, etc.

Needless to say, it is impossible to rely on any European country to supply us (not even with a shock-cord).

For your information, I might add that the Aero Club of Palestine has existed for some four years. We own two Grunau-Babies, four Vrona bis', two Chaikas, one I.S.G., and three Pohos. The latter is a primary glider designed in Palestine. It has been quite successful.

Our next training-camp is to start in March, 1940.

Yours sincerely,

JOE BAER,
Technical Advisor.

U. OF M. CLUB MOVES BASE LETTER FROM CLUB PRESIDENT GIVES NEWS

We've had to start using the Ypsilanti Airport, at least until the beginning of spring. We had been using Triangle Airport, but the University officials decided that it was too far away. Anyway, it's too long a drive to undertake when the thermometer is zero. The back of the truck can get mighty cold.

We just took delivery on a new Meeker winch. It is similar to his other winches, but it works very well. We are attempting to try out a long tow with it from one of the lakes around here. If we get any good flights I'll let you know.

If there is anything that we can do to help out the Society, please let us know.

Yours truly,

BOB TIEDEMAN.