

L News Notes

NEW HAMPSHIRE Nashua

George Foote of the Altosaurus Club flying the Pterodactyl, caught a thermal yesterday (June 23) off the NW end of the field and followed it up to 5800 feet. He spiralled so long he was completely dizzy. He only gave up at this altitude because he was approaching cloud base. The rate of rise was fairly even, 2-6 feet per second up to about 2800 ft., then 6-18 feet per second. There was a stiff wind from NW of about 25 MPH which blew him down over Lowell, Mass. He landed on the Nashua Country Club golf course, after a 23 min. flight. The flight was a sensation about town and now the gallery has grown into a very sizeable throng.

The rest of the boys have struck many thermals that might have been followed up with a little more experience. Henry Heyl recently had a flight of over 6 mins., Eliot Noyes about 5 mins., Dunbar Carpenter just under 5 mins., with Jim Dennison and Al Lise hinging up the rear at 3 mins., each.

Their remodeled winch is now nearly ready for operation, which should help. Unfortunately, next weekend will be the last at Nashua as the CAA training program will force the club elsewhere. All are contemplating North Easton, Mass., near Stoughton. Also, of course, they will occasionally try North Conway.

ILLINOIS Chicagoland

Just after 2:00 P. M. Sunday, June 2, Stan Corcoran invited Miss Magdalene Pawling for her first ride in a glider. She stepped into the roomy rear seat of the Frankfort 2-place "CINEMA II" sailplane and an auto-tow took them to about 400 ft. altitude where Stan released and spiraled directly into gently rising air. About a half-hour later, Air Activities Airport, St. Charles, Illinois, was hardly visible to the southwest. Stan had by that time worked up to about 5,000 feet altitude and thereupon decided to break for it, cross-country.

Nearly 2 hours later they paused in their pleasant conversation—carried on with the ease of talking across the table in a library reading room—and noted that here was Evanston some 5,500 feet below. Stan then "crabbed" to the north over Lake Forest, Waukegan, and finally Kenosha for some 20 minutes. All motor flying was immediately grounded and a big crowd gathered at the Kenosha Airport. A leisurely landing amid cheers and amazement turned into a double surprise as Stan AND HIS PASSENGER, Miss Pawling, emerged and announced that they had just flown from St. Charles, Illinois. This flight closely ties or perhaps betters slightly the present national distance record for 2-place sailplanes.

It looks as if motorless flying really has proven its possibilities here in Chicago.

MICHIGAN Frankfort

Because Frankfort has not been heard from for sometime, it may have well been believed that there has been a lull in activities, but such is not the case. R. L. Dixon writes in that the only inactivity has been with the pen and ink.

"Our winter activities began as soon as Crystal Lake froze over solid enough to drive a car on, and believe me it makes one swell airport. Nine miles long and five miles wide, it afforded an ideal place to train except when it was covered too deeply with snow. Being almost completely surrounded with hills and sharp bluffs, it is also good slope soaring on almost any wind direction.

The club's Franklin was being rebuilt, which required most of the winter, so it saw little service until late in the season. However, on checking the log books, I find that the "Cinema I" and the "Cinema II" were flown on an average of at least twice a week, and often six days a week. Only one Sunday was missed during the entire winter. We sometimes enjoyed auto tows to altitudes of 1400 to 1500 feet and ridge soaring was nearly always possible. On several occasions, even at near zero temperatures, we encountered thermals that carried us to 2500 feet and more. Undoubtedly we could have gained even greater altitudes had we cared to enter the clouds.

Throughout the winter over 100 passengers were carried on soaring rides, and undoubtedly many new friends and enthusiasts were made.

Early this spring thirteen members of the Purdue Glider Club visited us with their two ships and their winch. The ice was still good (?), and they enjoyed a full week of the greatest sport on earth.

As soon as the snow and ice were gone and the airport dry enough to use, training was resumed at a rapid pace, and with the new "Cinema" nearly ready for delivery, we should be able to give visiting pilots plenty of competition.

But do not wait for the contest . . . The Frankfort Soaring Association (club) cordially invites all pilots and ships to come here and enjoy our terrain anytime. We place our assistance and launching equipment at your disposal.

Ken Levin and Bob Thorner of the University of Michigan Club just left for home, after spending three days here, and they were elated with their first taste of slope soaring. Each enjoyed about three hours at Crystal Downs bluff over Lake Michigan.

I could go on like this for hours, but take the above invitation seriously, and come and have the fun for yourselves. It beats reading or writing about it a thousand ways."

Connecticut Soaring Association

At long last, the Connecticut Soaring Association got off the ground for the first time this past weekend. And at that Al Pepin was the only one to go up. The reason for that is that Al has to brush up on his technique and pass his federal tests for a commercial license before he can instruct the rest of the gang. He expects, however, to take his tests this week so that by next weekend we can actually begin to go places. We have purchased a tow car, an old Buick, which looks sturdy enough to be converted into a winch at a later date.

ABC Sailplane

The ABC stress analysis is all cleaned up and the static tests have been conducted. The original ship can be licensed as soon as inspected and flight tested. To meet approval for home construction, however, the drawings and instructions must be exceptionally clear and precise, and these are causing some delay in obtaining final ground inspection and flight test for type approval. If the job were to be factory built, many of these details could be overlooked and the ATC be made available sooner. Final ATC is expected this summer.

Midwest

The Midwest certainly did a good job at the Texas meet. Bill Putnam, who heretofore has had only a few thermal flights, soared thermals everyday anybody else did, and there were some good pilots there. Due to his inexperience and the slower speed of the ship, he didn't go as high nor as far as some, but the performance was very consistent, and the ship came home with her bottom still intact.

The utility wings have been completed and it has been flown by at least 25 different pilots. All of them liked the job better than any utility they had flown. As a trainer, Elmer Zook likewise claims its control and ground handling characteristics prove it to be superior. The interchangeable combination has certainly worked out nicely.

The first production intermediate has been delivered to the XYZ Club. This ship will be identified pending type approval. The original stress analysis is now being modified and a few drawings have yet to be revised. It is expected to clean up static tests in July and to be in line for final inspection and flight tests in time to have an ATC in August.

The jigs are all set for production so that all units will be interchangeable at any time. If an emergency should arise, Midwest is prepared to cope with any production schedules desired—assuming substantial financial backing.

Both Midwests are designed for Class I, 80 mph placard including blind flying and, of course, airplane towing up to 80. Most ships, as you know, are placarded at 60 to 70 mph equal to Class II.

The five who developed the Midwests are Randy Chapman, Elmer Zook, Johnny Nowak, Bill Putnam, and Art Schultz. They have over 40 years of glider experience among them, and they are not backward about stating that they're proud of their product.