

## News FROM Clubs AND Members

### CALIFORNIA

The following excerpt from an article by Wallace T. Backus in the October "Thermal" is well worth the attention of all readers of SOARING. Wally has put across in splendid manner the idea of pulling together.

"There is one thing that can usually be counted on when members of the gliding fraternity get together. That is that while they may be in the same room, and are pretty good friends, they won't 'get together' on their ideas of gliding itself.

"We have lived through lack of recognition, and at times what even seemed like persecution, from the government, other branches of aviation, and the world at large. It isn't fun to be ignored and looked down on. It is discouraging to have people regard your greatest interest as an impractical idea. It is downright annoying to have the government say you are off-base when you are trying to do a constructive job that you know is right and sound.

"So it isn't unnatural if those who have stuck with gliding should be pretty self-sufficient, and pretty sure of their own opinions. If they weren't that type they would not have stuck. And that is all to the good and swell stuff. More power, and all the credit in the world to 'Doc' and Hawley and Gus and Jack O'Meara, and valiant souls in San Diego, and all the others who have kept things going! But . . . and I hope I can put this across without a lot of swell fellows taking me wrong.

"The biggest thing we can do for gliding right now is really to get together on what we are trying to do and how we are trying to do it!

"The government's attitude is considerably changed from what it was. The new airworthiness requirements are admittedly tentative, and the CAA appears ready to modify them constructively. Inspectors are given latitude in regard to the licensing of individually designed ships that can't afford an ATC.

"If we work with the inspectors and remember that they are human beings and just as anxious to be decent as we are ourselves; if we'll forget old grievances which were usually against a system and not individuals anyway; some of the difficulties which have beset us can be worked out to everyone's advantage.

"And in the matter of training there is growing interest on the part of various government branches. They are not coming to us on bended knee, and if any of us expect them to, we are in for a sad disillusionment. But they are showing interest here and there, and we should be able to profit by it.

"One thing that many of us claim for gliding is that it can be used to very good advantage in training people to fly. That is a subject of considerable importance, and one that commands a good deal of attention today. So if we have something to sell, now is the time to be selling!"

### DISTRICT OF COLUMBIA

A recent communication from Earl R. Southee, former president of the SSA, and for many years prominently connected with the national contest at Elmira, reveals that he has had a promotion of considerable merit.

Earl has been advanced from the position of Private Flying Specialist, Region I, to that of Acting Chief, Development Section, Development Division of the CAA.

He is now located in Washington, D. C., where he expects to be for sometime. To him go the best wishes of the SSA, and we know that in his new position, he will continue to be the good friend of soaring that he has been in the past.

### ILLINOIS

#### Chicagoland

Two officers of the Chicagoland Glider Council have shown a wonderful spirit in handing in their resignations as officers of that organization.

Joseph Steinhauser, President of the Council, which he founded in 1936, has resigned because, "I believe that the presidency or any other official position of the Chicagoland Glider Council should not be held by a person who is personally engaged in any business pertaining to gliding and soaring."

The Secretary and editor of the "Air-bubble," Robert F. Plaine, likewise has tendered his resignation, since he is now employed as Registrar of the Lewis School of Aeronautics at Lockport, Illinois.

Both have pledged their continuous support to the Council and should be commended for the splendid jobs they have performed.

#### Chicago

Joseph Steinhauser is very busy with the organization of his new school which he is operating at the Rubinkam Airport 20 miles south of downtown Chicago. His equipment consists of a "Wolf," a "Sperber" and a two-place Schweizer. Training methods will include automobile, winch and airplane towing.

The Schweizer will be equipped with blind flight instruments in both front and rear seats with curtains in the rear seat which will completely cover the pilot during blind flying instruction.

All of the gliders being used carry full airworthiness certificates.

During the past few months Joe has carried over 70 passengers in the Schweizer. Among these, 27 had never flown in any aircraft before.

Joe likes the airport from which he is operating very much and he says it is a real "thermal spreader."

### KANSAS

Word has been received from Jerry Gordon, former part owner of a glider in the east, that he has now moved to Wichita, Kansas, and has

joined the "Lazy-Bird" Club of that city.

This club has a new Brieleib Utility BG-6, in which they have made many flights in the past few months. They are operating from a pasture one-half mile square and they are obtaining heights of 1400 feet regularly on thermals, making five and six minute flights.

This winter the club hopes to build sailplane wings for their glider.

### MICHIGAN

#### Ann Arbor

Frederick Tietzel, Secretary-Treasurer of the University of Michigan Glider Club, has just returned. The Soaring Society of America films which were used to help organize the Club for the fall semester, and reports as follows: "Here is a very brief outline of the club for this year. It looks like a good year. We have 46 new members. There are three commercial glider pilots in the Club, three students with over 150 gliding flights, one power pilot (60 hrs.) with about 100 gliding flights, Harold Allen with 800 hrs. of power time (an instructor last year), and a commercial power pilot and a private pilot who have not flown a glider, plus a large number of new members who have never flown. We gave 21 of the new members 1½ hrs. in the LINK TRAINER. This has definitely helped the students to coordinate the controls properly. We are keeping an accurate record of every flight so we can see how much the Link has helped those who took it. The club is receiving money in three different ways this year: \$5.00 membership; \$8.00 semester dues; 6c per flight tow charge. The club is now operating at Lakelands Airport but has several other fields that can be used in a few weeks."

#### Detroit

The Detroit Glider Council held their annual fall get-together at Empire and Frankfort soaring sites the week-end of September 21 and 22.

Five gliders were present and from all reports, everyone had a good time in spite of poor soaring weather on Sunday.

Several hours of good soaring were enjoyed on Saturday when the club qualified another "C" pilot. The longest flight of the day of 1½ hours, was made by Johnny Nowak, "America's original screwbird." Johnny will be remembered as the star performer for the benefit of the customers at the American Open Soaring Contest.

Saturday's activities were centered at Crystal Downs on the shore of Lake Michi-



Johnnie Nowak, America's Original Screwbird