

gan. Saturday evening the pilots enjoyed a beach party which included swimming and a Weiner roast. Later in the evening, the party broke up and all went to the Future Farmers of America celebration being held at Empire. According to Johnay, the boys were more interested in the "farmerettes" than in the celebration.

Sunday was rather a dull day with no wind so everyone enjoyed a long morning's slumber. Some of the pilots attempted to soar thermals at Frankfort Airport but without success. About 3 P. M. the wind picked up a little at Crystal Downs so some of the pilots set up at that site and attempted to soar. However, the wind was not sufficiently strong and everyone folded up rather early Sunday afternoon and started the long trip back to Detroit.

The score for the week-end was 11 flights on Saturday totalling 6 hours 54 minutes; Sunday 16 flights at Frankfort Airport and four at Crystal Downs.

These week-end gatherings at Frankfort are always looked forward to by members of the Detroit Glider Council.

NEW YORK Wurtsboro

Soaring pilots in the east gathered at Wurtsboro on October 12 and 13, for the annual fall glider meet sponsored by the Hudson Valley Glider Club. Paul Neisen writes on the meet as follows:

"We had a delightful surprise at 7 o'clock Saturday morning when the spark-plug of the meet, Ed Quarterman, gave us reveille on a sweet potato whistle. It was a disturbing sound to put it mildly. The trouble was, most of the gang got up. On getting outside, the late arrivals from Massachusetts were found sleeping in cars. It was a cold night too.

"Breakfast over, the work began. Ships started to sprout wings and tail surfaces, while the winch was set up at the end of the diagonal runway, near the ridge. This Hudson Valley winch is a nice outfit, built by the club's late president and instructor, Herbert Sargent, Jr. It works on the MIT principal of a friction drum on the rear tires. Tows can be started and made in high by slipping the clutch. It is built on a Lincoln chassis with lots of 'soup.'

"Official flights didn't begin until Mr. Sargent was ready at 10 o'clock, so Richard McGrath took advantage of being ready first and made several 360's.

"In the afternoon, I had one hop and made my first decent spiral, great feeling. Some good thermal flights were made that day, Don Lawrence in the 'Cadet' being top man. Lots of cars stopped along the road to watch and wonder. Many pulled into the parking space Ed Quarterman had staked out."

The following statistical report was submitted by Mr. Herbert J. Sargent, official timer for the meet:

Pilots (First 5)	Total Points
D. Lawrence, Newark, N. J.	16
F. Shellhorn, Bridgeport, Conn. . .	14
J. Brookhart, New York City . . .	14
H. Kursawe, New York City . . .	14
A. VanName, New York City . . .	12
Clubs	Total Points
Airhoppers Glider Club, Inc.	57
Aero Club Albatross	16

Harvard Glider Club	8
Hudson Valley Glider Club, Inc. .	3

Statistical Data

Number of ships entered	12
Number of pilots contending	25
Number of flights 10/12—61, 10/13	
—71; total	132
Number of spectators 10/12—400,	
10/13—1000	1400

Best duration flight by Frank Shellhorn, 3 hours. Other duration flights by Harold Stacey of Cambridge, Mass., 2 hrs. 25 min.; Herman Kursawe of New York, 1 hr. 53 min.; H. Gilder of Cambridge, Mass., 1 hr. 31 min.; J. Tabery of New York, 1 hr. 9 min.; Donald Lawrence of Newark, N. J., 1 hr. 8 min.; Allan VanName of New York, 1 hr. 5 min.; Jack Brookhart of New York, 39 min.; J. Gamble of Cambridge, Mass., 30 min. Another outstanding flight of the meet by J. Leslie Barton of Newark, N. J., who remained aloft 2 hrs. 5 min. and reached an altitude of 2500 ft. over point of release.

OHIO

South Euclid

We have received word from E. R. Warnke, Jr. that Arnold J. Carson of South Euclid, Ohio, died recently as a result of a crash in a two-place experimental primary glider of his own design. Mr. Carson was the head of a glider company bearing his name, and the ship which he was flying had been flown successfully on over 200 flights preparatory to being licensed. The cause of the accident has not been determined. Mr. Carson wrote an article entitled "Kite Soaring to Gain Altitude" which was published in the February, 1939 issue of SOARING.

Toledo

Edward F. Knight, a member from Toledo, Ohio, contributes the following news: "The Toledo Gliding Club, which was established in 1934 with a Haller-Hawk Sailplane and a Funk two-place utility, has been more or less inactive since 1937 when the Haller-Hawk was sold and the Funk damaged. During the past year, a small group has been operating the Funk, which was repaired, and is flying off a small field near Toledo.

"Within the past month, the Toledo Gliding Club has become affiliated with the Civilian Air Reserve and the gliding section of this organization will be headed by Art Shanly. I had ordered a Briegleb B. G. 6 Utility Construction Kit for my own use, but as I have been ordered on active duty with the U. S. Marine Air Corps in December, I have turned over this kit to the Civilian Air Reserve in order that they may build up a gliding unit here in Toledo. I hope that this activity may renew interest in gliding and soaring in this City."

WISCONSIN

Reprinted herewith is a report dated October 26, 1940, from the Civil Aeronautics Board, Washington, D. C. The report covers the unfortunate death of Harvey Blue, Jr.

"Both wings collapsed on a home-made glider shortly after takeoff near High Cliff, Wisconsin, March 31, 1940, causing a crash which was fatal to pilot Harvey Blue, Jr., the Civil Aeronautics Board reported today.

"Blue had been launched from the end of an 1800 foot rope, attached to the rear wheel of an automobile in a winch attachment. The pilot had released the tow line at an altitude of approximately 400 feet and immediately thereafter both wings had collapsed, dropping the aircraft to the ground on its nose. Subsequent investigation showed that the pilot had assisted in building the glider approximately 9 years before.

"The probable cause: Structural failure of wings following takeoff.

"Contributing factor: Faulty structural design."

1940 Eastern States Meet

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"After I cut loose from the tow plane the pilot dove away to keep the tow rope clear. It is quite a thrill to sit right up there in a nice smooth quiet glide and see the plane dive away as if bent on some mission of destruction. I proceeded to dive the glider a bit and then I hauled the nose of the ship up into a stall. The ship quivered for a moment and then the nose went down with a vengeance. I just neutralized controls and presently the ship was in correct flying attitude. Accustomed to having a motor when I do spins and stalls, it seemed strange indeed not to have one. I circled around the field and out in the valley, flying the glider at about thirty-five miles an hour and sinking at about three feet a second, and kept this up all the way down to three hundred feet. It was not until I reached three hundred feet that I found any lift at all and then I found only about a foot or so a second.

"Since I was sitting on a parachute and flying without the cowling my head was against the leading edge of the wing of the glider. In such a set-up I decided that I had better find a nice level spot in a very rough glider field on which to set the glider down. So as I approached the edge of the tree-lined glider field I slipped the glider slightly and then drove it in. When I approached the field I was traveling about sixty-five miles an hour so I had plenty of flying speed. I skimmed the glider right across the field about a foot off the ground and when I came to a level spot I opened up the spoilers and set the ship down. Some of the fellows did not know how to figure out my technique, so one group thought I would hit the trees and the other group thought I would overrun the field. Quite unintentionally I fooled both groups."

The only time that any of the gliders came anywhere near getting into trouble was when the ground was wet after a shower and then few of the crowd were around to enjoy it. Several of the pilots had been taking off on short hops and then going downwind to the place of take-off. Going downwind the pilot must keep flying speed in excess of the wind speed. That means that if the ship lands at about forty miles an hour and the wind is blowing at twenty then the landing speed with respect to the ground is sixty miles an

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