

christened, which with the other ships made several groups of high performance ships.

**ARGENTINA-
BUENOS AIRES**

In the April-May, 1941 issue of "Aeronautica" published in Buenos Aires is a translation of an article written by Lewin B. Barringer. This article first appeared in "U. S. Air Services," the February, 1941, issue. The article is entitled "Sailplanes for the instruction of Aviators."

**NEW ZEALAND-
AUCKLAND**

Excerpt from a letter from J. C. Harkness, Hon. Secretary of the Auckland Gliding Club, Inc.

"This Club is at present operating with some fifty pilot members ranging from abinitios to C class. Flying is done at The Auckland Aero Club's Aerodrome at Mangere, Auckland. Since commencing operations there in November of last year 850 training flights have been made. Machines being used consist of a Waco Primary (with which you are no doubt very familiar) on which we have constructed a nacelle, and a wooden copy without nacelle. In passing I would like to register a tribute to the good work that has been done by the Waco. Since we have had this machine it has done several thousand hops, slides and flights. The best time obtained in her to date is fifteen minutes. Many of our pilots are more than ready for more advanced machines. Finance does not permit the purchase of a machine while we are defeated in any attempts to construct one owing to scarcity of materials, chief of which is spruce."

**NEW SOUTH WALES-
LINDFIELD**

Frank McEgan of the Royal Australian Air Force who has been corresponding with Bob Stanley lately, writes as follows:

"Lots of things have happened since I wrote you but nothing so far to prevent correspondence and soaring.

"First of all, I have been accepted as a pilot in the Royal Australian Air Force.

"The second is the bad luck that has been our lot. The last three months we have lost two machines completely, smashed the Gull and the raiders cleaned out a ship with Japara fabric and birch plywood, so we haven't been able to finish the two-place, only an aileron needs covering. We used old fabric for a test flight or two and she was beautiful. The loss of the birch and fabric lets the secondary, that a young Air League student cracked up, out for keeps. We got the primary that had a wing broken repaired O.K., and finished a secondary.

"Steve Newbigin had a close go in the Kirby Gull about 5 weeks ago. They were giving demonstration flights for the Matraville and Botany Council on a large paddock near the golf links. This area is very congested with factories and terrace houses.

The winch was being used and the country was flat and of course the usual crowd was in and all over the paddock.

"After the short run of about 30 yards, Newbigin pulled back to get plenty of height when the tow line picked up a large sheet of rusty iron which cut it. Steve had about 80 feet and because of a factory, he couldn't bank out so he tried to squeeze into the remaining portion of the paddock, which he did O.K. However, there were kids everywhere but he got over into the middle as much as possible. The children ran there too, as they like to be just missed by the wing and a girl of 10 got in the way and had a leg broken and was badly cut. The landing skid was torn off and the left wing tip was pulled about a bit. An inquiry settled it that the children were at fault and that the council should have taken steps to have the children out of the way. We had trouble getting a new skid, but the ship is O.K. now and flying again.

"I am going to resign from the committee of the N.S.W. Gliding Association next week because my R.A.A.F. duties will prevent my taking an active part. However, I am still remaining a member of the Association.

"We are in much the same predicament here as you people are, no government subsidy and the best craft are owned privately. Before the war, we were subsidized but the cut is out. However, we are trying to get it back.

"If you would like to compare your training methods with ours, ours is as follows:

"1. The pupil is shown the machine and he is told the controls.

"2. The instructor takes a wing tip and moves the wings up and down and tells the student to correct with the stick and from left and right with rudder (glider balances on skid so it is easy to turn). This goes on for about 5 minutes.

"3. The pupil is left in the machine and is allowed to try to balance it while facing into the wind, for about 10 mins.

"4. Ground hops with 40 foot towline, about 6 hops at a time of about two minutes each, up and down the field. This goes on until the student has about 50 to 60 minutes times. (The rudder is tied all through this).

"5. Ground hops, jumps of about 30 yards and 5 or 6 foot height, using auto. Instructor rides on footboard to give instructions to driver. About 1½ hours of this in about 5 minute runs.

"6. About 50-60 feet towline, take off at start and fly at about 20 feet height for the length of the run, gradually increasing height and then releasing near end of run and allowing pupil to land solo or unattached. The pupil by this time is ready for the two-place and is taught to do turns and then soloed again in the primary or secondary. Of course, we are going to train in different ways, some in two-place from scratch."



NEW PILOT

Robert and Virginia Markward Auburn are parents of a son, Robert Mark, born May 20, 1941. Mrs. Auburn was secretary to Henry Wightman while he was General Manager of the SSA.

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