

News FROM Clubs AND Members

Southern California Soaring Association

The Southern California Soaring Association elected for 1943:

President—David A. Matlin.

Vice-Presidents—William G. Briegleb, Chester Honocks.

Secretary-Treasurer—Henry Stiglmeier.

Honorary President—Dr. W. B. Klemperer.

Directors—Will Baughman, Jr., Harold Huber, Mel Jensen, Norman Larson, Harvey Stephens.

The energy and vitality of the SCSA is reflected in its monthly publication *The Thermal* edited by Mel Jensen. When other groups are looking for some place to "hole up" for the duration, this bunch adds two more pages to its publication. A great deal of credit is due Dave Matlin who devotes himself to the Association and creating interest in gliding.



E. PAXHIA writes that he, Ken Levin, R. Taylor, and A. Donovan are building a "Baby Bowlus." Stan Smith made several flights in a Baby in Rochester—probably the ship Emil T. Czerkas owns. Their Franklin saw a fair amount of service last summer but war work comes first. One of the group, Ray Lohi, is a glider instructor in Alabama.

COL. EDWARD S. EVANS speaking on station KPO in San Francisco, stressed the changes aviation transportation will make in decentralization of cities and the shifting of manufacturing centers. He advised city planners to seriously consider how best to meet the challenge of air transport.

GERALD T. CALLADINE now a lieutenant in the Army Air Corps passes along this gossip. At the Lamesa, Texas glider school, are these old timers—Bud and Elmer Meeker, the Nowaks, the Montgomerys—Helen and L. D., Bob Bacon, Bob Sparling, the Herb Abrams and Dallas Wise, Jr.

For Sale

Minimoa High Performance Sailplane, newly rebuilt. Flew across Lake Michigan in 1939. Complete with special trailer. Minnesota Aeronautic Commission, State Capitol, St. Paul, Minn.

Report From Herb Abrams

"I got caught behind some telephone lines in a 20 m.p.h. wind with gusts up to 30 or 35 and washed out the ship! I wasn't hurt bad—just a black eye and a bruised leg. Boy, did I feel foolish and bad. It was a downwind turn so you can tell Art all about it. (We are telling Art and letting the rest of the gang in on it.—*Editor's note.*)

"Flying in gusty air of about 18 m.p.h., I was making a routine solo flight, for the purpose of checking conditions for student flight. The release was effected at 800' altitude, and several 360° turns made, bringing the ship to a position over the telephone wires at the northern edge of the field at about 300' altitude, in preparation for the approach to a spot landing to be about 500' from the northern edge of the airport. In order to fly away my altitude for a clean approach, I proceeded to do a series of S turns, always above the edge of the field. During the S turns I experienced a mild lift¹ on each leg of the turn. Making what was planned to be the last turn of the S-ing, which was to the left, of about 180°, I was left in a position to fly a path 90° to my landing flight path. After recovering from this turn, I considered myself a little too high, so proceeded to allow the ship to drift back away from the mark, and also about 100' in back of the telephone lines. When I decided I was at the right altitude I proceeded to make a turn to the right, of 90°, to be in line for a straight glide to the landing. Immediately after I turned I experienced an area of considerable sink,² causing me to attempt a downwind turn to the left in order to avoid hitting the wires. When about 90° of turn was made, the full effect of the downwind gradient and also the effects of a strong gust³ caused the glider to roll into a steeper turn, and, although full control pressure was used to attempt to counteract the roll, recovery could not be effected, and the left wing struck the ground and then the nose. I suffered a bruise on the right side of my face, and on my right leg. At no time in any turn did I consider my speed too slow. I believe the accident was caused by the unexpected sink, and the resulting attempt at a downwind turn at low altitude."

¹ Rollers — Art Schultz — Downwind Turns and Downwind Flight, page 4, March-April issue, 1942.

² Front side of roller, — Downwind Turns and Downwind Flight, page 4, March-April issue, 1942.

³ Core of the roller—Downwind Turns and Downwind Flight, page 4, March-April issue, 1942.

Have you read the glider story by Paul Gallico, "Wings of the Wind" in the November, 1942 *Cosmopolitan*?

From Civilian Gliders To Army Gliders

By Staff Sgt. Don C. Stevens

In this article I will try to explain the difference between civilian glider flying and army glider flying.

I considered myself an average civilian glider pilot (not counting those hair raising, foolish, glider stunts I used to perform for the movies). I built my own glider 12 years ago and taught myself to fly by the old rough and tumble method of being towed up and down a hayfield in a primary glider. I had no one to instruct me in the fundamentals of flying. I learned the hard way by trial and error.

For 11 years I flew, piling up over 600 hours. Thus I taught myself 90°, 180°, 360° turns, the way I thought they should be made. My landings were made in any direction I desired, tailwind, crosswind, into the wind, but I have found out since I have been flying the army way in army gliders that my flying (before the day I stepped into an army glider to receive instruction) had been unbelievably inexperienced (and I do mean poor). The instructors who taught me to fly were old timers I had flown with for years. They taught me the right way to fly gliders—in other words, precision flying, something I had never done before. They taught me the correct way to stall the gliders, precision turns, lazy eights, Dutch eights, coordination exercise, blind flying and the correct way to land by flight pattern. Since I have been flying army gliders I have learned to fly all over again,—this time the right way.

I was an instructor at English Field in Amarillo, Texas for a few months flying Cinemas and Aeroncas. I piled up over a 100 hours of instructing in army gliders and I learned a much better and a newer way of instructing students to fly. The glider schools I operated years ago in California and Illinois were run by the old-fashioned methods of hand signals, yelling through a megaphone, wearing yourself into a frenzy before the day was over. In the army gliders we sit quietly and comfortably in a two-seater glider specially built for instruction. The instructor can explain to the student the fundamentals of flying as easily as if you were in a classroom.* No more waving hands and yelling, sweating out each flight your student makes in the single seater glider, hoping he lands all in one piece.

Summing up this article, as you all know, the army has taken over gliders in a big way, and, after the war I believe implicitly that gliders will be as plentiful, or even more so than airplanes, and that they will be used as passenger and freight carriers. Remember, I found out there is only one way to fly and that is the right way; that is what the army way of flying taught me.

**Editor's Note*—Sounds swell, but two place glider instruction in the army is given after the student has learned to fly light airplanes.