

News FROM Clubs AND Members

Election of Directors

Excerpt from By-laws:

Section 5—Any vacancy in the Board of Directors occurring during the year through death, resignation, removal or other cause, may be filled for the unexpired portion of the term by a majority vote of the remaining Directors at any special meeting of the Board called for that purpose or at any regular meeting thereof.

We believe that we have added to our directorate three of the outstanding men in the glider movement in our country. These members of the Society have given of their time and energy continuously and faithfully even though it meant a real personal sacrifice during these times of war.

ALEXIS DAWYDOFF—President of the Airhoppers Gliding and Soaring Club, former associate editor of *Air Progress*, now connected with Cadet Aeronautics, Inc.

DAVID A. MATLIN—President of the Southern California Soaring Association, largely responsible for the Annual Western Meets, lawyer.

VICTOR SAUDEK—President of the Richard C. du Pont Gliding Club, member of the Contest Committee, in charge of homologating barograph records, project engineer at All American Aviation, Inc.

PETE HANFORD reports that the Jay Hawk Glider Club officially opened their Silurian Lake Soaring Site as a C.A.A. designated gliderport. Present were John Robinson, Harold Huber and Dick Lyons. Harold Huber made the longest flight of approximately a half hour, flying the Baby Bowlus in and out of the rain. There was a 2000 ft. ceiling above which it was raining and below which the air was dry. In spite of the overcast, good thermals were present. John Robinson made his beautiful precision spot landings.

AVERY HALL is back in Atlanta, Georgia, working for Bell Aircraft as Chief of Structures in the Engineering division. He doesn't have time to fly his venerable Franklin "Aeolus" but he does spend his spare time on a new design which he hopes to build after the war. The specifications are:

Span—48' 0"
Length—21' 6"
Wing Area—164.2 sq. ft.
Aspect Ratio—14:1
Gross Weight—490 lbs.
Wing Loading—2.98 lbs./sq. ft.

Straight tapered wood monospar semi-cantilever, shoulder wing. Steel tube, fabric covered fuselage. Wood tail surfaces, fabric covered. Class I, intermediate sailplane. Design gliding speed of 90 m.p.h. Avery has a great deal of the preliminary calculations done.

ALBERT G. WEBER from North Battleford, Sask, writes that he and his brothers, F. C. and C. W. have put away their Mead Challenger and H-17 for the duration. He is in the R.C.A.F. stationed near enough to the gliding sites in the States to wish that we had some activity which he could visit.

WALTER LOB tells us that the M.I.T. Aero Engineering Society has stored its property where it will keep well. The money is deposited with the Aero professors who are interested in the club and will see to it that it gets going again when the time comes. If Walter is around then, he will of course, do all that is in his power to help get things under way again.

RAY LUNGER has bought a set of plans for the Olympic and in spite of the technical German instructions and the metric measurements, is confident that he will be able to build it.

THE PURDUE GLIDER CLUB now has a membership of twelve boys and two girls. In July they bought a partially built Cinema II. After completion, it was given an NC last December. They like the Cinema II very much as a club ship for it seems able to take club abuse. Their ground equipment consists of a trailer, two Model A tow cars, a model A winch. In the shop they have a nearly completed Cinema I.

K. E. ADAMS has been instructing in a course in gliding and soaring for the Civil Air Patrol members in Tulsa, Oklahoma. So far it has been all book work. When gliders become available, the instruction will be different.

BILL DOLGER, former chief instructor at the Mobile Army Training School for glider pilots, is now working for Embry-Riddle in Florida. He is actively selling "Soaring" to the power plane instructors. All he needs to close the deal is a sailplane.

BOB BLAINE is acting true to form. As soon as he joins the S.C.S.A., he pitches in and works. This time he is applying his editorial experience to the "Thermal." Besides this, he is rebuilding his old Glen Ellyn Wolf. Some time he will present us with one of his famous cartoons or even a story. Just be patient.

GERALD S. BAKER won his wings as an Army glider pilot and was appointed a Flight Officer. Whenever the occasion arises, he will keep up his soaring technique by working a thermal with a CG-4A.

JULIUS H. VOSBURG, T/Sgt. in the Air Corps, is in a location where he can observe the gliding program of the Chi-

nese Air Force. He cannot tell much more than this now but he promises a complete story, including pictures, when he returns.

WILLIAM SCHWEIZER married Margaret Gayle Hardy the 29th of January. Will and brother Ernie now lord it over bachelor Paul.

WM. FRANK KELSEY, though pressed for more details on his Flapping Bowlus, comes back with some reminiscences of the old glider site just north of the C.A.A. Saugus Newhall Emergency Field. Flight tests were being conducted on the Baby Albatross for the Type Certificate. It was one of those days when even the birds were walking. The ceiling was about 200 ft. all over. But over the Newhall area the ceiling was 1500 ft. Four airliners were grounded on the adjoining emergency field and the lurid comments by the grounded pilots about flying on a day like this heated the air all around.

On the first tow to 400 ft. zero lift was noted and a spiral started. After twenty minutes of this, up comes the green pellet for a foot per second. Soon I found myself inside of a huge inverted bowl with gray foggy sides. Not thinking too much about it, I continued to spiral in increasingly stronger lift when at 1800 ft. I suddenly couldn't see the ground. I quickly dove out of this. I could fly anywhere inside the clear space over the field and easily maintain my altitude.

After an hour's flight, I landed and watched the fog and noticed that blue sky could be seen momentarily as the bubbles of rising air broke through. Later I found that the top of the fog was around 2500 ft. Breaking through would not have been so pleasant for there are mountains all around.

The airline pilots were properly impressed with the flight and asked questions but remembering their previous remarks, we told them of the gallon bottle of compressed thermals we carried inside the pod.

JOHN C. SKERLE announces that a glider club was formed at the G and A Aircraft Company. They have an active design and a radio communications group. They expect great activity during the summer.

For Sale

--- INSTRUMENTS ---

1 Askania Variometer \$60.00
1 U. S. Altimeter (20,000 ft) 25.00
1 Pioneer Turn-Bank 75.00

Yellow and Grey Dope.
Send us your empty containers and we fill 'em up for \$1.50 per gal.

FOB.

Wolf Sailplane Blueprints... \$25.00
The new NC Midwest Utility will be available soon.

Steinhauer Sailplane Co.

1641 Addison St.
Chicago 13, Illinois