



Members of Dallas Soaring Society and friends at Hudson Field, Dallas, Texas. Left to right, 1st row—Wally Wiberg, J. W. Simmons, Jr., Sven Ingalls, Mike (CAP Cadet), E. J. Reeves, Dr. W. C. Sellman, Jack Edwards. Left to right, 2nd row—Howard Mays, Red Speers, Jimmy Lane (CAP), Capt. Chris Strong (CAP), Lt. Hugh P. Campbell (CAP), John Carsy. Ship on left is Wally Wiberg's L-K; ship on right is Dallas Soaring Society's Schweizer.

*Photographs by Stanley G. Davis*

# Soaring Over Texas

By E. J. REEVES

**W**HEN members of the Dallas Soaring Society, Dallas, Texas, assembled their first sailplane, a Schweizer TG-2, for the very first time, none of the club members, who are also members of Dallas Squadron No. 1 of the Civil Air Patrol, had ever flown a sailplane or glider and only one member had ever seen one. Our Schweizer was obtained from D.P.C. at Hicks Field, Ft. Worth, Texas, and Registration and Airworthiness Certificates were secured through the Dallas office of CAA. This was the first sailplane to be licensed through this office. All photographs in this series were made by Stan Davis, a club member. All flights were from Hudson Airport, Dallas, operated by Dallas Aviation School, which institution has given our club every possible assistance, cooperation and encouragement. Our operation from the quite busy Hudson Field has in no way interfered with the normal activity of the airport and the management feels very kindly toward soaring as it has brought them considerable favorable publicity.

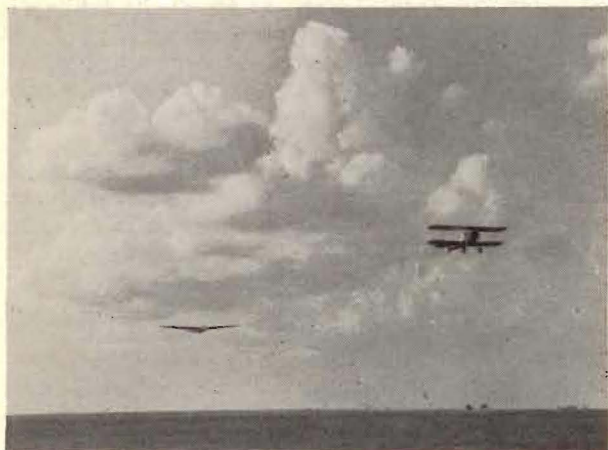
## She'll Fly—All Right

Our first flight was launched by automobile tow. We borrowed some lariat ropes from a local rodeo hand,

spliced them together and ended up with about three hundred feet of line. We took a half hitch on the rear bumper of a Ford, told the driver to see how fast he could go—and she flew!

All we knew about flying sailplanes was what we had read in Barringer's "Flight Without Power," which is considerable if one takes time to carefully and intensely study it. We had. The first flights were made by members who were licensed power plane pilots and who have great respect for any flying machine, and most especially a strange one. And take it from us, this "rig" was really strange the first time we took her off.

But, all in all, it was just another airplane and behaved in all respects like the lady she is. We were quite awed at the smoothness of operation, the quietness of it all, and the extremely flat glide. With the short line we were able only to attain about 200 feet of altitude and accomplish a few turns and landings upwind, downwind and crosswind. This was enough to sell us on the idea, but it was apparent that if we were to really do business with the Texas thermals it would require higher tows. Our thoughts naturally turned to airplane tows.



Reeves and Simmons Try Their First Airplane Tow



On the Way Down After the Climb to 6700 Ft.