

News FROM Clubs AND Members

VERNON BLUNT writes us that the British magazine *SAILPLANE AND GLIDER* is available at the subscription rate of \$2.75 per year. All those interested should write to him at 139 Strand, London, W. C. 2, England.

MANUEL BALCAZAR, a new member of the SSA, is a native of Peru studying in the United States. He recounts that the school in Peru which he attended last supports a glider club with the following equipment: 1 primary glider SG-38, the Grunau, and the Baby Grunau.

CARL ZILER tells us that he has his Stearman going on glider tow and has also licensed his Laister-Kauffmann. He expects to operate at South Gate, Calif.

STEWART DOE, secretary of the proposed Miami Soaring Society, reports that the group of Pan American pilots, of which he is one, now operates with two Laister-Kauffmanns and a Stearman tow plane.

JEAN BOOTH, who is now in Brazil, has been investigating the gliding and soaring picture and meeting the various prominent glider pilots. She visited the glider school run by the Varig Airlines in Porto Alegre, had a 65 minute soaring flight in a Wolf, and there met Carlos Ruhl, one of the outstanding pilots in Brazil. She is preparing an article on gliding and soaring in Brazil for a future issue of *SOARING*.

LEO FOLLMAN writes from Argentina that three Olympias are being built by members of the Club Argention de Planeadores Albatros. The president of the club established a new Argentine distance record of about 250 miles.

ARNOLD PIERCE, one of our members in England, writes that there has been quite a selection of government machines at Farnborough, including SG-38s, Baby Grunaus, an Olympia, a Weihe, a Kranich, and a Horten IV. The IV was flown but not very successfully. On the second flight the spoiler on the right wing tip broke loose and hung down flopping in the breeze. Mo Cotton had to keep nearly full opposite rudder all the time until he could bring it in.

J. C. HARKNESS writes from New Zealand that the control of gliding has recently been taken over by the New Zealand Government Air Department, who refused to permit them to use their prewar machines and are not prepared to allow them to build or buy machines that do not conform to the requirements as set forth in CAR-05, published by the CAA.

BILL COVERDALE and BOB BUELL have recently become the United States

agents for the Wanderlust, designed by T. E. Brown and K. W. Radburn of England. As soon as plans are available they will begin building.

ART SCHULTZ is getting back into his old thermal flying form with an hour flight in a TG-2 with BIPPS BOYER as passenger.

HARRY VERNON, in reply to a recent request, sends the following information on torpedo cable: "Torpedo line is a 5 x 5 cable with a hemp core, is made of plow steel and not too flexible. The breaking strain is 1400 lbs. It weighs 28 lbs. to the thousand feet and is 9/64 inches in diameter. The new list price is about 2¾ cents per foot and is subject to change. In quantities that are needed for winch tow the price is somewhat less, therefore, it is hardly worth the effort to seek out secondhand cable. The resistance to abrasion is very good. We have made close to one hundred tows testing out Table Top Mountain for a glider site. This site is covered with rocks, big rocks, and if you can imagine the tow line catching under a rock about half way down the field and staying there forcing the pilot to release, then you can get some idea of the punishment this line has been subjected to. This has happened several times and the line is still good, although I wouldn't recommend this treatment for any towline. A line that will take it should last for years under normal treatment.

Here is a point that should be remembered. Don't waste money on cable that is not preformed because if a single strand should break, that strand will run out a hundred or two feet before you can bat an eye and although it would seldom,

if ever, break on the tow, an inexperienced retrieving car driver can break it without much effort.

There is no need for a parachute because it does not kink or tangle when it falls. I have yet to see it tangle up.

I understand all cable companies make this line and the price is standard. My figures come from the American Steel Wire Company. Their trade name is "Tiger brand flex high strain steel torpedo line".

A. G. MAYNARD, president of the Colorado School of Soaring, distributors of Schweizer gliders and sailplanes, gives us an account of their activities on South Table Mountain, ten miles west of Denver.

"We conducted a thirty day test for the Chamber of Commerce and the City and County of Denver to determine the feasibility of further developing this mountain into a municipal glider port. We checked weather conditions, thermal activity, wind direction and velocity over this thirty day period. For ten days we had the help of an Army Weather Mobile Unit and two army men to tally their results with ours. June 3rd the experiment was over and we found that two-thirds of our flying days were good for soaring. It has been decided to go ahead and develop this area.

We anticipate hangars, living quarters for visiting pilots, concessions such as a restaurant, etc., large cross runways and facilities for a future big Municipal Glider-Port. In the meantime our school is in operation every day of the week and we are going ahead with our training program.

At the present we have a Schweizer utility SGU 1-19, two ex-army Schweizer TG 3As and one Laister-Kauffmann 10A on our field to use for training. We are using winch and airplane tow for take-offs. Our airplane is a Vultee BT 13."



Directors who attended the meeting of the Board of Directors of the SSA on April 13, 1946. Left to right, standing—Alex Dawydoff, Dick Powell, Paul Schweizer, Charles Gale, Ben Shupack, Taylor Boyer, and Stanley Smith. Seated—Ernest Schweizer, Arthur Schultz, Ralph Barnaby, Capt. USN, and August Raspet. Emil Lehecka was the photographer. Charlie Gale looks as though he had just realized the full import of being the Secretary of the SSA.