News FROM Clubs AND Members

TED BELLAK is a civilian again and is active once more in gliding. He and a few others are planning an expedition to Arizona about April 1 to explore soaring possibilities and perhaps make a try for the Golden "C."

WOLF HIRTH, the pioneer in sailplane design and soaring techniques, sends his greetings to the SSA, many of whose members he knows personally. Wolf managed to keep himself free of the Nazi Party even though he was under constant pressure to join.

We see by the Sunday papers that "SMILIN' JACK" finds the Bumblebee a very acceptable airplane. Incidentally, we understand the ship is selling fine.

SCHWEIZER's have the production of their utility on a one-a-day schedule and plan to increase the rate as soon as possible to meet the growing demand.

SOUTHERN CALIFORNIA SOARING ASSOCIATION

OFFICERS AND DIRECTORS, 1946

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NORMAN P. McMICHAEL, who is our friend in the Reconstruction Finance Corporation in charge of the glider sales, has announced his marriage to Mary E. Monroe. The whole trend of glider activities is toward the two-place. Mike, as he is known to so many of us, has had the difficult position of being in between the gang who clamoured for a low disposal price and the RFC who asked for as much as the traffic will bear.

TOM OLER writes that the Cloudbuster Glider Club is back in action again with an N3N3 two-place and a Laister-Kauffmann. Their past experience with thermal activity in Oklahoma leads them to expect an excellent season this summer.

JOE STEINHAUSER is going to revive the Chicagoland Glider Council and resume flying operations as soon as the local restrictions are removed permitting glider operations again.

DICK BALL sends in this report on his accident with the Laister-Kauffmann because this account might prevent a similar accident by others:

"This was the first time we flew for about two months because we were repairing the ship after landing it in a fence; and we had decided winter flying here is futile so we would put the ship up for the winter. We started at dawn as usual to avoid power planes and the ship flew beautifully. We got a 1500 ft. tow, 1200 ft. being our past record. It was quite windy so we decided to quit after the next flight. They talked me into doing the flying as it was the last flight. We got 1200 ft. tow and made a circuit out across the field then turned back to fly over the hangar, made a 270, and land by the hangar. The wind threw my judgment off so we were only about 200 ft. in front of the hangar instead of 400 as I expected. However, we were high enough to make a 270 anyway, I thought, so I turned downwind. Then as I started the remaining 180° to land I lost all control and we hit the ground in a left spiral from about 100 ft. I think the trouble was that I thought I was going fast due to the high groundspeed going downwind. A pure and simple case of stalling out of a turn. I think that if we would have had a good airspeed in back I might have caught my mistake because I noticed when flying front seat earlier in the day that we had a better one in front.

I haven't any criticisms to make of the LK and I always thought it was a swell ship even for training. I was flying and can only say that it is just plain poor flying for a commercial pilot."

ED MILAU, one of our army glider pilots has been promoted to the rank of Lieutenant Colonel. He is stationed in Japan and, of course, test hopped every type of the Japanese gliders. He is the first American to fly with paper covered wings. He reports that the paper is almost as strong as our light fabric.

His observations lead him to believe that the Japanese Civilian Glider Program was very extensive and intensive. Every village seems to have a glider port with at least one primary glider. The basic instruction equipment was all supplied by the government.

HAROLD CARSON describes an ideal soaring site in New Mexico. There is a ridge 80 miles long and averaging 400 feet high. The ridge faces the prevailing winds. Thermal activity is sufficiently great enough the year round to make soaring a daily possibility. Conditions are good enough to soar power ships.

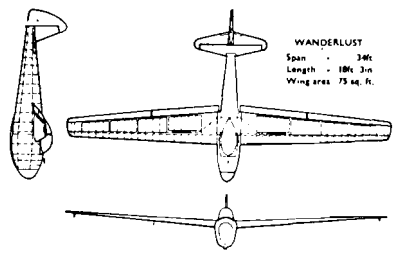
THE WANDERLUST

Designed by T. E. Brown and K. W. Radbarn, who are employed as draftsmen at the Miles Aircraft concern in England, this new sailplane is remarkable for its small size; having a wing span of 34 ft., wing area of 75 sq. ft. and overall length of only 18 ft. 3 in. The sailplane, named The Wanderlust, was designed especially for cross-country work, which factor governed its size. Combination of clean design and carefully selected airfoil resulted in the Wanderlust having a sinking speed of 6.5 ft. per second at 95 mph while the normal cruising speed is 36 mph assuring good maneuverability. One of the unusual features of this sailplane is the extended airfoil section flaps running the full span of the wing. The flaps are split at approximately the center and the tip portions act as both flaps and drooping ailerons, which are designed with extreme differential movement in order to overcome adverse yaw effect.

The airfoil sections of the wing vary somewhat from those used in the past. The root section is NACA 23021 and the tip section NACA 4315, with 2 degree washout. These sections have very small c.p. travel, which is essential as the flaps, when lowered, cause a fairly large pitching moment.

SPECIFICATIONS

Span	34 ft.
Length	18 ft. 3 in.
Wing area	75 sq. ft.
Weighty empty	190 lbs.
Gross weight	375 lbs.
Best gliding speed	35-37 mph
Speed range	35-95 mph
Glide angle	1 in 25
Stalling speed	32.5 mph



Alexis Dawydoff

Surplus Pratt-Read TG-32, LNE-1
Now $200

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FOR SALE—Minimoa, high performance sailplane, NC 16923. Ship in A-1 shape complete with rebuilt trailer. This ship will give you an edge over most of the ships at Elmira this summer with its 26:1 glide ratio, 2.2 ft/sec sinking speed and 40 mph cruising speed. Will deliver for expenses within a reasonable distance. Price $1350. Write—Joel Prescott, 2110 Tuomy Road, Ann Arbor, Michigan, for further information.