

News FROM Clubs AND Members

DICK JOHNSON on September 8, with passenger Robert Sparling, in a TG-2 broke the American two-place distance record flying from Prescott, Arizona, to the Ackerman Ranch in New Mexico—314 miles.

DAVE HOOLEY, of the Purdue Glider Club, writes that they are purchasing a two-place Cinema and a new winch and should have the ship in a short time. The officers of the Purdue Glider Club are as follows: Luther Cole, president; David Potter, vice-president; Lester Gigax, secretary; Richard Oldenberg, treasurer.

JAMES SANDS tells us that he now owns a Schweizer TG-3A and a Stearman PT-17 for towing same. Both ships are under the care of Victor Kuster.

A. H. ASH, of Australia, writes us that gliding activities there are increasing rapidly and that most clubs have sailplanes either under construction or ordered from overseas. He goes on to say, "The Cumberland Gliding Club, of which I am a member, is going to start construction on a Grunau Baby sailplane as soon as repairs to our two-seater are finished. My brother and I have already started on a Grunau Baby and hope to do some cross-country flying before long. Do you think that any members of the SSA would care to write to me and exchange information on gliding activities?" For those interested, Mr. Ash can be reached at 50 McArthur Street, Parramatta, N.S.W., Australia.

A. R. McCARTY writes from California as follows: "I have commenced operation of the Rossart Soaring and Gliding School here at the Stockton Sky Harbor. The airport is a combination power and glider field located three miles south of Stockton. Stockton Sky Harbor has been designed in the modern country flying club style and all of the creature comforts of pilots, students and spectators are being catered to—particularly the women. Some of the facilities are rest rooms, large expanses of lawn with lawn furniture, and a combination lounge and observation room enclosed with large panes of blue glass. The observation room is circular to afford an unobstructed view of the entire area and both the lounge room and the observation room will be equipped with modern furniture, air conditioning, radios and a snack bar. Other such facilities and improvements will be added from time to time. Harland C. Ross should soon be associated with me at the school and we expect to develop it into a well paying and gradually expanding business devoted to the advancement of gliding and soaring in this country. We are planning to broaden our activities to such

cities as Sacramento, San Francisco, Oakland, Fresno, Merced, Modesto, Manteca, Lodi, Tracy and some of the mountain resorts."

NOEL W. CUNNYNGHAM, who recently returned from Germany, writes of some of his gliding and soaring experiences there: "Shortly after V-E Day, we found a warehouse full of new gliders and with the help of our colonel, a glider bug himself, decided to start a glider school. We found a German instructor and started operations at Salsgitter, south of Brunsweight, where the Germans had a school on a ridge. While there we did primary work with the Schoolgliter 38, and ridge soaring with the Grunau-Olympia Meise and Weihe, using the Kranich for dual instruction. We later moved to a place close to Halle for a short time, then to Helmstead. While there we operated from the abandoned German airport, Marienthal. There we mostly used high winch launch and some aeroplane tow. The Germans had a rather unique method in connection with the high winch launch. It consisted of having the towing latch mounted almost directly under the pilot's seat and on the way up the pilot flew a series of S turns. They claimed 750 meters on a 1200 meter cable. Shortly before I left, we moved the school to the Wasserkuppe. There was nothing much left there in the sheds except some gliders that were badly beaten up. There was, however, a fair amount of equipment such as Bungee cable, dope, winch cable, etc."

H. VRIELINK, JR., a 24 year old C pilot in Holland, writes that he would like to correspond with an American whose hobby is soaring. Mr. Vrielink's address is Geert Grootestraat 2, Deventer, Holland.

DON BROCKHURST writes concerning the importing of two Pratt-Read gliders into Canada. "The original cost was (dealing throughout in Canadian dollars) \$415; the freight came to \$137, the duty and sales tax to \$100 and miscellaneous expenses to \$18, making a total of \$670 per machine. We like them very much, although they have so far been test flown by the two instructors only. We paid 15% duty on them as 'complete parts of aircraft, not including engines . . .' and then the usual 8% sales tax on the price plus duty. The customs could have charged us more, as by the rules the duty should be charged on their value as opposed to their price."

MEETING OF THE BOARD OF DIRECTORS

September 13, 1946

The meeting was held in Philadelphia at the Hotel Bellevue-Stratford and was called to order at 9:00 P. M. by Capt. Barnaby. Those attending were Ben Shupack, Charles Gale, August Raspet, Emil Lehecka, Taylor Boyer, Alexis Dawydoff, Stan Smith, Bob Stanley, Paul and Ernie Schweizer, and Art Schultz.

Capt. Barnaby read some of the statistics of the National Contest and turned the records over to August Raspet to be filed with the Soaring Society's records. It was pointed out that two new records had been established, a National Out and Return Record by John Robinson and Clarence See and the Women's Distance Record by Virginia Bennis. Further discussion centered around the relationship between the Soaring Society and the National Aeronautics Association. Raspet was requested to investigate the problem and together with Capt. Barnaby present a proposal to the NAA that will govern our future relationship. It was learned that the FAI is now in the process of reorganizing its functions following the war and plans to take over the functions of the ISTUS in matters of gliding and soaring.

Capt. Barnaby informed the group that his retirement from the Navy would be effective as of January 1, 1947, and that his terminal leave would begin November 1.

Capt. Barnaby reported that a bid for the 1947 National Soaring Contest has been received from Wichita Falls, Texas. Charles Gale suggested that we send out a set of rules and conditions to all interested cities so that all may bid on the same terms. Ben Shupack added that Muskogee, Oklahoma, intended to enter a serious bid and that Dr. Lange had reported that Louisville, Kentucky was interested and was an excellent site for a contest.

The next topic was future arrangements for the R. C. du Pont Memorial lectures. These lectures, the first of which was given by Robert Kronfeld in New York on Friday, June 21, were instituted by Ben Shupack with the cooperation of Mrs. Richard C. du Pont in memory of her husband. The lectures are to be given each year. Capt. Barnaby appointed Charles Gale as chairman of a committee to work out arrangements for future lectures.

The subject of the technical conference was brought up next and it was decided to hold it next spring. The Institute of Aeronautical Sciences has expressed interest in having a paper on soaring read at one of their forums. Capt. Barnaby and Charles Gale agreed to work out this arrangement with the institute.

Next the offer of Governor Caldwell, of Florida, was presented to the Direc-