

cumulus and not cu-nimbus, and found that its top was about 300 feet to the west of me.

My altimeter said 15,500 ASL and since I had students waiting for instruction, I cleared the air and spun down to 10,000 feet. Then I really had a time getting down. Wherever I went the air was rising. I continued with a series of spins to about 3000 feet and finally, finding a good down draft, spiraled until ready to make my pattern and approach.

The weather has been generally ideal for soaring except for two days that we planned to have a glider get-together. Then it rained. Right now as I am writing this, I am watching the effects of a cold front which passed in the night. There are beautiful cumulus clouds and the bases seem to be about 9000 feet. I wish more soaring pilots could enjoy this type of weather.

GUS BRIEGLEB

### JET PHENOMENON

I am an engineer at Boeing Aircraft and found an interesting item the other night when the XB-47 was being run up at full throttle on the ramp. The weather was typical of Seattle this time of year—cool, very low ceiling and misty rain.

I noticed several gulls soaring continually at about 200 feet and when they made no effort to flap after five minutes, I investigated and found them to be soaring on the heat generated by the jets of the Bomber.

I watched them for fifteen minutes. When the jets were shut down the gulls left for the waterfront.

Since our last correspondence I have received delivery of our TG-3A Sailplane Serial No. 40 and although we have not flown it yet we are very much pleased with our purchase. We are officially known as the CASCADE SOARING CLUB and have hopes of extensive soaring activity this summer.

We plan to build a winch, but until that is done we expect to fly on the Olympia Airport, using auto tow. H. C. CARSON, President, Box 688, Rt. 1, Mercer Island, Washington.

### RECORD POSSIBILITIES

Business activity restricts my gliding considerably, but we have finally obtained a full N.C. license on our Baby Albatross and had a couple flights apiece last week. First since we put it away in December, 1941.

This summer I have hopes of a new goal and return record. We can run off a 150 mile each way round trip from Ludington to South Haven or St. Joseph any time the weather is favorable. No one seems to consider the

## Official Notice

**This is a notice that nominations for the office of Director of the Soaring Society of America are in order. There are six directors to be elected for a term of three years by the members. Two additional directors-at-large to serve a term of one year will be elected by the Board of Directors.**

**Only Active Members in good standing (those whose dues are paid) may nominate.**

**Any of our Active Members in good standing (those whose dues are paid) may be nominated for office.**

**No more than three names from our membership may be submitted in nomination by any one member. Simply list names on sheet of paper marked "Nominations" and sign your name and mail to Soaring Society of America, 228 Boston Post Road, Weston 93, Mass. To be valid, nominations must be postmarked not later than midnight April 17, 1948.**

**To be included on the ballot, the nominee must be nominated by three or more members. Sponsor, Sustaining, Family, and Life Members are all entitled to the privileges of Active Membership.**

**The following Directors' terms do not expire: Stanley, Charles, Reeves, Tuntland, Robinson, Boyer, Barnaby, Klemperer, Leonard, Raspel, Schultz, Shupack.**

**The following Directors' terms expire in June, 1948: Stanley Corcoran, Joliet, Ill.; Alexis Dawydoff, Long Island City, N. Y.; Francis B. Compton, Miami, Fla.; Paul A. Schweizer, Elmira, N. Y.; Ray Parker, Twenty-Nine Palms, Calif.; Ernest Schweizer, Elmira, N. Y.; Major Floyd J. Sweet, Dayton, Ohio; Robert F. Blaine, Van Nuys, Calif.**

bluffs here for such a flight, but it looks like duck soup.

On my first trip on the bluffs, I flew from Muskegon to St. Joseph, about 100 miles under far from perfect conditions, and could have returned much easier than going down. From Muskegon north at least to Ludington is much simpler. If anyone with a high performance ship wants a try at it, we would be very glad to cooperate. MALCOLM W. HUGHES, 1818-1838 Henry St., Muskegon, Michigan.

### NOTE FROM WOLF HIRTH

The only SOARING I have received in the last twelve months was the March-April issue, 1947, which was kindly sent by Dr. Klemperer. There I found the contribution, "Scoring for Soaring," which I read—as any other

line—with much interest. (Nothing else to do for us here in soaring just now in Germany except model build.)

But there, on page 7, may be a little error. It says, "team flights are not basically bad. The Germans used one to establish a new distance record." I suppose you mean the one from Waskuppe to Brunn—502 kilometers, where four pilots—Braeuligam, Olteschner, Heinemann and Steinkoff landed. (The latter is in the U. S. A. now—the other three are dead).

But, it was, in fact, no team flight. All four flew alone. Braeuligam landed first, completely exhausted, flying in a very uncomfortable ship, and the other ones came later, saw a nice airport, a well known sailplane.

It was anyhow evening and therefore, one after the other, landed in Brunn. Almost not to be believed, but true. Just for your information.

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