

# News FROM Clubs AND Members

## DOWN UNDER

Soaring in New Zealand has been hamstrung by an absence of sailplanes. Recently a visiting Australian glider flown by Arthur Hardinge made the best flight ever accomplished in that country when it reached 4000 ft. and stayed up for 3 hrs. 38 min. Previous flights had all been less than an hour.

Ron Roberts of the Victorian Motorless Flight Group has established or exceeded three Australian two-seater records. In February he soared 6440 ft. above his release altitude of 560 ft. Earlier he had made a flight of 2 hrs. 15 min. and executed the first Australian loop in a two-place glider.

The first Australian Golden "C" Altitude Leg was won here and a record smashed when 29-year-old Keith Chamberlin of the Victorian Gliding Club fought with a storm that tossed him about the sky like a ping-pong ball and finally sucked him up to 15,600 ft., 14,400 ft. above release. The flight was made in a Grunau Baby and in the course of things Keith was up to 6000 ft., then down to 600 ft., up to 6000 ft. again, being bruised by heavy hail, up to 10,000 ft., over on his back, flying in heavy snow and so on. A barograph recorded the flight. H. I. MORGAN of La Jolla, Calif., c/o Brown & Dureau Ltd., 422 Collins St., Melbourne, Australia.

## SAC STORY

Norman Bruce, the gliding enthusiast behind the Medicine Hat Gliding Club, and one of the SAC's more articulate members, has been active in the sport from its earliest days in Canada. Bitten by the gliding bug as early as 1922 he has had many interesting experiences both in Canada and England.

In 1935, he and two friends, Jim Fretwell and Paul Pelletier, formed the "Gliding Boosters" and went on a month-and-a-half junket with a glider and trailer, giving exhibitions of gliding in some 23 western towns and cities. His records show they traveled 1,082 miles, made 410 flights, and had their share of the "ups and downs" of the "open road."

Apparently, their system was to give a show and then pass the hat to get enough to hit the next town. Receipts varied from a minimum of 35 cents in one town to a maximum of \$25 in another.

On arrival at Carman, Man., broke and hungry, they persuaded one of the city fathers to underwrite a meal. Learning there was a fair in town, they then made a deal and, under extremely adverse and hazardous conditions—at

one time just skimming the top of the grandstand—they put on two gliding exhibitions. The following day they accepted a contract with the show for \$150 a week.

That night in their tent their rosy dreams were disturbed when they wakened suddenly to torrents of rain and a driving gale. Rushing to their pegged-out glider in the pitch black, they stumbled over bits and pieces of the craft. It had been lifted bodily, smashed against a tree and totally destroyed. That ended the trip. Collecting what they could of the wreckage they sadly made their way home.

D. A. SHENSTONE.

## OFFICIAL SOARING CHAMPIONS determined by competition in OFFICIAL SOARING EVENTS

### National Soaring Champion

Paul B. MacCready (1949)

### National Feminine Soaring Champion

Ruth M. Petry (1949)

### National Champion Soaring Club

Airhoppers Club (1949)

### Regional Soaring Champions

Northeast, Don Pollard (1947)

Southeast, Fred Brittain (1948)

Southwest, Ray Parker (1949)

Midwest, Paul Bikle (1949)

West Coast, Ralph Salisbury (1949)

El Mirage Regatta, John Robinson (1949)

Pacific Mid-Winter, Paul MacCready (1949)

Middle - Atlantic States, Kim Scribner (1949)

### State Soaring Champions

N. Y. Stan Smith (1949)

Texas, Wally Wiberg (1949)

Colo. Dr. E. E. Allaby (1949)

Ohio, Scott Royce (1949)

## NOTES FROM WOLF HIRTH

In reading the article "Airfoils" in the January-February, 1949, SOARING, I noticed a reference to Go 535. As far as I know, it was first used in 1921 on the Harth-Messerschmidt sailplanes S 11 and S 12 and designed by Willy Messerschmidt, who developed it from Go 534, which was designed by the late Friedrich Harth.

Erich Schatzki, now Dr. Sch., 68-37 Yellowstone Blvd., Forest Hills, N. Y., took the 535 to the Darmstadt Academic Group, who sent it to Goettingen, to get the wind tunnel test results. It was then used on the Consul sailplane.

When I took the Go 681 for the Minimoa in 1935, it was *not only* to have room for a robust wing spar, but

to achieve a good speed range, which the Mini really had in those old days.—Wolf Hirth, 14 (a) Nabern-Teck, Kreis Nuertingen, American Zone of Germany.

## WURTSBORO THERMALS

Both the Metropolitan Soaring Club and the Airhoppers Gliding and Soaring Club have put in a busy season at Wurtsboro Airport. Soaring conditions were not quite up to those of last year, nevertheless a number of good flights have been made.

Outstanding since the Memorial Day Meet were a flight by Ted Pfeiffer to Stormville, N. Y., a distance of 40 miles, and one by Alex Dawydoff and Emil Lehecka which ended at Stewart Air Force Base. Lehecka's and Dawydoff's best altitude was 7800 feet and they could easily have gone considerably further, but the late hour and lack of a trailer forced them down. Their arrival created quite a stir and brought out the ambulance, crash and fire-fighting equipment: the field personnel, failing to see the wheels extend on the mysterious aircraft in the landing pattern, expected a crash landing and were doubly sure of this when the Pratt-Read's wing dipped after coming to rest on the grassy part of the field. Despite the commotion, a cordial reception was shown to both pilots, who were given permission to summon their Stearman from Wurtsboro and tow out from the base.

Kurt Rosner, charter member of the MSC, spent a couple of weekends on furlough from the Air Forces and made a number of good soaring flights in the club's Pratt-Read. Kurt is now stationed at the International Airport, Miami, and is looking for soaring connections in Florida.

Radio Impressario Bob Monroe has been commuting from Stormville Airport to Wurtsboro for his soaring weekends. Bob made a number of good flights in the MSC ships. His favorite mount is the club's red and yellow L-K.

Bill Pagan, who acted as racing pilot liaison officer at Cleveland and is well known in soaring circles, visited Wurtsboro the week after the National Air Races. He was taken for a ride by Alex Dawydoff in the Pratt-Read. Luckily for Bill the weather was excellent and he was able to enjoy an hour of soaring, with a maximum of 5400 feet.

Newcomer to the sport of soaring, Stephens Calhoun Smith, former Air Force Captain and at present cover artist for "Air Trails," is ready to solo the Pratt-Read after less than ten flights. "Smitty" had as instructors Emil Lehecka, Alex Dawydoff and Kurt Rosner. He would have had more flights, but being an excellent power-plane pilot, he is drafted for towing