

# News FROM Clubs AND Members

**CALIFORNIA**—Dr. W. B. Klemperer, Chairman, Preparations Committee, Sweden Expedition, SSA, reports that Paul Mac Cready and Bob Symons definitely will represent America at the International Competitions in Sweden this July. Paul and Bob, both Golden C pilots, are among our best and will undoubtedly make a strong bid for the championship. Paul will fly a Swedish Weihe. More about this expedition in the next issue.

**NEW JERSEY**—Gus Scheurer writes of the activity in his state: "The Aero Club Albatross, one of the oldest gliding clubs in the United States has again established a permanent base. The present location is Somerset Airport, near Pluckemin, N. J., and about four miles southwest of the old Schley Glider Field. There are three runways, all long enough for airplane towing. We will do all launching by this method. The only set-back at the new site is that we have no storage space for the gliders. However, that trouble will soon be remedied. I obtained permission to break down the old buildings at Schley Field and build a hangar from the material on Somerset Airport. The Schley family gave us the material free, and one of our SSA members, Mr. W. Closs of Summit, N. J., donated the cinder blocks for the foundation. With plenty of work we should be able to move in by next spring. There will be room for three ships on trailers.

"Despite all this moving around and work on the hangar, we have had some good flights. Gig Scheffer soloed the 2-22, and made some soaring flights, earning his C. Margaret and George Downs brought put in very fine performances, and did a very fine job advertising soaring. All in all, we are hoping for a very good season, and intend to form a new state-wide organization. Also hope to revive the Eastern States Meet.

"Incidentally, it is interesting to note that we fly on a very busy airport and there is no trouble flying with gliders and power planes following the same pattern. The management of Somerset Airport is quite friendly to gliding; in fact, they want to make Somerset the gliding center of New Jersey."

**MISSOURI**—George Lambros of St. Louis has recently acquired an LK and is in the process of "flat-topping" it. George also owns a Wolf, and for the last few seasons has been flying a BG-6.

**UTAH**—Robert Meakin, President of the Utah Soaring Association, tells us of the activities of his group at Salt Lake City.

"Last season was a most successful one for us. We acquired more equip-

ment and more new members than ever before. A typical day at our soaring site showed our two Stearman tow-planes, the Baby Albatross, the Pratt-Read, and a Schweizer in the line up. Our group has two sites for operations. One is the more "primitive" location at the base of a 3,000 foot slope called the "Point-of-the-Mountain." This is where the beginners learn to slope soar. Also, the advanced students take off here to soar to altitudes as high as 14,000 feet along the peaks of the Wasatch Mountains. We use airplane tow off this tableland.

"This winter we have the Baby in the shop for the installation of a new moulded plastic canopy. Bob Sugden is in charge of this activity. The Pratt-Read is due for a new windscreen and some touch-up doping. Glenn Robinson will take on this job. The Stearmans are in fine shape, though one of them needs to be reassembled after winter storage. Our Stearmans were among the last in the country sold on surplus. They are equipped with Lycomings, and metal props, and have about 500 hours total time. We would sell one to a group needing a good tow-plane."

## OFFICIAL SOARING CHAMPIONS

determined by competition in

### OFFICIAL SOARING EVENTS

National Soaring Champion  
Paul M. MacCready (1949)

National Feminine Soaring Champion  
Ruth M. Petrey (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 Bickle (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)

**OHIO**—The students and employees of Ohio State University have organized a gliding club for the purpose of promoting cheap flying. Herbert Sichler, vice-pres. of the club wrote the following interesting letter about their organization and activities. We are printing it in its entirety because we feel that this is an excellent example of how soaring can best be promoted. We hope this will serve as a model and inspiration for other groups.

"Our organization has had a some-

what ignoble beginning for which I am trying to compensate. It was the "brain-child" of Fred Tietzel. His name should be familiar to many SSA members, as he was once test-pilot for the Schweizer brothers, and later an Army instructor. At present he is working at O. S. U. as an aeronautical engineer. He decided that O. S. U. should have a glider club like Michigan, Purdue, etc., and he began to plan such an organization. One of the local papers carried a feature article with pictures about the sport. Incidentally, it was this article which fostered my interest in soaring.

"The first meeting was held October 5, and much to our surprise, there was a large turnout. We discussed policy, organization, and the inevitable finance problem, elected temporary officers to begin the process of incorporating, drew-up a rough constitution, and worked out a finance plan that seemed sound. Best of all, we found several fellows who were really interested. One of them is Ed Geller, formerly of the Purdue Club, who holds a commercial glider ticket, and has been appointed Operations Manager and chief instructor. Some of the members already have power tickets or have power time, but most of them are completely new to flying.

"It was at this meeting that Tietzel offered the use of his LK until we could afford our own ship. All we needed now was money to begin building our winch. Tentatively, we decided to assess each member the sum of \$40 for a share in the club. Monthly dues were voted out on the supposition that tow fees would support the group. As yet, we are not too sure that they will. However, our constitution states: "The purpose of this organization shall be to encourage interest in aviation, to provide economical rates for its members, and to present the name of Ohio State University as a participant in as many aviation activities as possible." I believe the "economical rates" clause is the most important part at this stage of the game as we organized mainly for cheaper flying.

"The money came in slowly at first—after all most college men aren't too "loaded!" With the first of the money in, we began hunting a used car bargain which would suit our purpose, and after some disappointments, finally secured the title to a '35 LaSalle for \$50. Don't laugh! It ran. Maybe it was just a little rough, but it ran, and had plenty of power for our winch. Now the work began.

"Meanwhile, we had additional meetings. Our charter came through. The College of Law handled our incorporation papers. We were official and recognized on the campus. What's more, we have some very ornate and impressive papers to prove it!

"Out at Don Scott Field, the winch was beginning to take shape, and the cost was mounting likewise. It took a lot of work, too. As a start, we stripped the body off with an acety-