

# News from CLUBS and MEMBERS

## OHIO STATE UNIVERSITY DEAR EDITOR:

We have run into some bad luck in our neophyte organization. It is embarrassing, to say the least. Between quarters here at Ohio State University, our glider suffered a bit of wind damage. Fred Tietzel's ship was unfortunately involved also. The wind dumped his ship, trailer and all, on



top of the tail of the club ship. Both were extensively damaged. Details, all the time details, but with Fred as the guiding light, we did succeed in getting our ship into the air once more. In the end, we had new tail surfaces and ailerons. Schweizer co-operated with us very admirably and with considerable sympathy.

The other two pictures will give you some idea of our winch. As I said last time (Soaring, Jan.-Feb. '50), the unrecognizable monstrosity was once a '35 LaSalle. Laugh if you like, but that rig rewards us with 1200 to 2000 feet of altitude. We're pretty proud of it. It represents considerable work on our part. The operation of it did give us a little trouble at first, but after we had the radiator boiled out, it didn't overheat any more. Under certain conditions, we had all the luck in the world with her. But, given a damp, cold day, the carburetor would ice up. So we applied carb heat. Lately, no trouble with ice.

The group now has plenty of winch operators. It was rough at first. No one knew how to operate it except Tietzel. Now everyone is being checked out on its operation. Wire breaks are less frequent and retrieves are faster. The whole operation is getting efficient. One afternoon we made 43 flights without mishap. Everything went like clock work. Real teamwork. At that rate, we can turn out pilots in a hurry. We still have to educate some of the power pilots who fly out of this field. They ignore the tied down wind tee and land with the windsock instead. Sometimes a wind shift finds them landing and taking off across our

tow wire. A man is stationed at the runway to let them know about our glider operation. He has a flag to warn the pilots or to signal the winch operator. There's need for precaution all right, mostly for our own safety. Everything works fine.

Over the Memorial Day week-end we caught up some of our lost flying time. Our field rules at Don Scott Field require CAA licensed commercial glider pilots as instructors. We have only two in the club so far, Tietzel and Ed Geller, so we decided that we had better put in the Memorial Day week-end getting some of the club members into the solo stage. We flew from dawn 'till dusk on each of the non-school days.

Besides Tietzel and Geller, we have a few fellows showing considerable promise. Pat De Naples for instance is a former Navy multiple engine pilot who has been elected our new Operations Manager for the '50-'51 election of officers. Lou Taylor, a private pilot, is also checked out for solo flight.

Our June 1 elections made a few changes in our officials. I am custodian of the cash. Ray Shumway has replaced me as Veep. Bill White was re-elected as our President. Richard Booher is the new Secretary, and Pat DeNaples is our new Operations Manager. The club is still made up primarily of charter members although a few new members have come in. Now that we are in the air again I intend to publicize the club a little wherever possible. It may get us some new blood (and cash) with which to keep the club fired up.

When we get to the status of a real flying club full of able pilots, we intend to make our presence known at the glider meets throughout the country. I personally hope that we can interest a little of the college element in the nation. Glider Clubs have a good future if there is a little publicity in circulation. Your magazine doesn't serve that purpose since it is directed at those who are already interested. Clubs around the country should call as much attention as possible to their activities. Make a big noise about soaring. Let people know we exist. Meets should be planned for spectator interest in addition to participation. Let's see what can be done with it.

HERB SICHLER,  
OSU Glider Club, Inc.

## SOARING MAGAZINE

Dear Sirs;

I wish to take this opportunity to give you a run down of the activity of our small group of soaring enthusiasts: Lyle Maxey, Irv Prue, Ted Drakos, Fred Fitzgerald, Warren Koerner, Bob Lucas, Fred Hunziker, and Carl Ziler.

We had a fine time at 29 Palms over the Memorial Day week-end and boy, that new Prue 215 is really something to see. It's twice as slick as the "Zononia" and it really goes up.

The main object we are undertaking is to interest as many people as possible in Soaring. In the winter (December to March) we operate off of Vail Field here in Los Angeles (7 miles from City Hall) and the soaring is good. Just ask Johnny Robinson, he was up with us the last time in the "Zanie." Stayed up 4½ hours over the city. Two and 3-hour flights are easy under the spring cloud conditions here in those months.

In the summer we encamp at Condor Field, 29 Palms, or at "K" Field. Ziles now has the Prue "160" and I the L-K. The other three fellows have Ziller's old TG-2, and we sneak out to the desert every other week-end also all summer long.

Ziller has a Stearman we tow with and the boys have bought an old Ford tow car and we use Violet and the other dry lakes in the 29 Palms area.

We have gone from 500 feet to 6,000 or 8,000 feet a lot of times.

Through it all we give free rides to any one with nerve enough to go up, and we've aroused a lot of interest with local C.A.P. cadet units.

We are thinking of forming a unit called "Glider Guiders, Inc.," 29 Palms. We owe all our interest to Carl Ziler, who has kept us going.

Best wishes,  
ROBERT W. LUCAS  
Los Angeles.



## EDITOR SOARING

Dear Sir,

I have told many friends of my long association with the gliding interests. Last week I found the enclosed picture as actual proof that in 1911 I built a hang type glider and flew it. Told Steve Bennis and some of the other boys and they were skeptical—this should clear it up.

H. B. TONKING  
Paterson, N. J.

