

# News from CLUBS and MEMBERS

## CHICO, CALIF.

At the present time I'm flying the "Baby Bowlus" that used to belong to Howard Morrison. It was built in April 1940 and is still a mighty nice ship. Howard flew it to success in the West Coast meet of 1941. It now has a total of 120 hours and this summer I expect to put plenty more on it as it gets really hot in Chico here and thermals "pop" all over the place. We also have 6800' runway at Chico municipal airport at our disposal. I might also add that the airport manager at Southwest Airways dispatcher give their full cooperation at all times and welcome us to the field. It's too bad more people aren't coming here to try this area for soaring. JACK R. CUDD.

Dear Eugart:

I have received the following letter from Lady Kinloch, Secretary of the British Gliding Association:

Dear Ralph:

We were all most interested to read your article on the "International Position of American Motorless Flight", in the Jan./Feb. Issue of "Soaring".

There is one small point in your article which I would like to take exception to, and that is your statement that only the American and South African entry were wholly non-government sponsored. As you know two of our entries were Air Force Pilots and, it is true, were helped by the Air Force Gliding and Soaring Association, but of the two civilian entries Philip Wills and his team paid their expenses entirely out of their own pockets, and Lorne Welch's team paid the larger proportion of their own expenses, the balance being paid from Funds raised by the B.G.A. from private donations.

I hope you do not mind me mentioning this, but when people have paid their own way at some personal sacrifice, I think it is a bit hard if the impression is given that they are being "kept" by the Government.

Looking forward to your next visit.

Sincerely,

ALEX KINLOCH

It was a stupid error on my part, and one which I am glad to have corrected, particularly since it involves people who were particularly kind to me during my trip and stay in Sweden, and whose friendship I value greatly.

Sincerely,  
RALPH S. BARNABY.

## N.E.S.S.A. NEWS

Activities at the Wartsboro Airport have been slow in recovering from damage suffered during the 1950 Thanksgiving hurricane. The Metropolitan Soaring Club lost a Pratt-Read and had an LK badly damaged. However, due to the generosity of Kim Scribner, there has been some soaring by the group. Kim very kindly lent his famous LK "Tico Tico" until such time as the equipment is in flying shape.

Eastern Paul Mantz of gliding,

Emil Lehecka, in partnership with By Baker and two other fellows has acquired a snappy stagger-wing Beechcraft. Emil is also still flying his gull-wing Stevens-Franklin "Sun Spot". Radio-tycoon Bob Monroe, a very active member of the Metropolitan group, has been presented by his wife Mary with a baby daughter, Bob who is also an avid sports' car fan and owner has a hard time to

Troy invites our business and offers every cooperation in our flying activity.

At Irving we are permitted to do winch tows which, you will recall were not permitted at Grand Prairie in spite of the abundance of space at that field. Well, it proves again that old adage "Business goes where it is invited and stays where it is well treated".



decide whether the gal will be a racing driver, glider pilot, or a radio producer. If she follows his footsteps, she will probably be all three. The Bennis couple, Steve and Ginny, purchased Wolfgang Langewische's LK and spent the entire winter modifying it.

## TEXAS

TSA flying operations have now been moved to Irving Airport. For the time being it is not possible to secure storage and other service at Grand Prairie Airport, consequently the local sailplane owners have moved to nearby Irving Airport.

A new 100-plane hangar has just been completed at Irving and storage is available along with all other services usually found on well managed private airports. The field is under the management of Troy Vincill an old timer in aviation in these parts.

## MONTREAL

Enclosed is a picture of our glider operations (winter) at St. Eugene Airport. Notice the local inhabitants in the foreground.

Regards

KEN MCGURK.

## ELMIRA

William Schweizer has assumed his duties as vice president in charge of manufacturing at Schweizer Aircraft Corp., Elmira, N. Y. He is the younger brother of President Ernest Schweizer and Paul A. Schweizer, vice president and general manager of the company.

Production manager of Schweizer Aircraft from 1941-1946, William Schweizer returns to the firm after serving several years on the staff of the Long Island Agricultural and Technical Institute at Farmingdale, New York, where he was chairman of the Industrial Management course.