

## PHILADELPHIA

In response to the request of Ed Knight in Toledo, I am sending along the charges now in effect at our Philadelphia Gliderport:

Initiation Fee—\$100.00.

Yearly Dues—\$75.00. (\$18.75 quarterly).

Airplane Tows—\$2.00 first thousand feet. \$1.00 each additional thousand feet.

The council owns an 86-acre field with hangar; a Schweizer 2-22; a Schweizer TG-2; and a Stearman tow plane. Tow plane is flown only by soaring pilots, who sniff out the thermals on the way up and arrive at the best one at 2000 ft. up.

Very truly yours,  
ART MILLOY.

Ward No. 207  
Brentwood VA Hospt.,  
Los Angeles 25, Calif.

Gentlemen:

Only the old timers will remember me for I have been out of the gliding and soaring picture for some years now. Am in the VA hospital here trying to get an injured hand fixed up. I am interested in renewing "Soaring" and also in getting a new Silver "C" button (qualified 1939).

Just in case you do not remember, I joined the organization in 1933, was test pilot for Mead Gliders, wrote for Popular Aviation, Aero Digest, Western Flying, etc. Began National Glider Movement in 1932, etc., etc.

When I leave the hospital I plan to fly up to Bishop and spend a week with the gang. In the meantime I'd like a few lines from some of the old gang.

Best regards,  
FRED "Speed" WESTPHAL

## BAKERSFIELD

A familiar sight about the airports of Kern County, Calif., is the Kern County Soaring Society's big red Pratt-Read.

The club was organized several years ago and acquired the ship about a year and a half later. The club has since recovered it. The present organization numbers 10 active members; has put on 2 glider

meets and airshows. The glider has flown at 2 Torrey Pines meets, at the last West Coast meet and at the Death Valley Centennial.

Regular meetings are held once a month, and often work meetings are called. Financial set up in regards to flying as follows; \$3.00 an hour and a \$1.50 minimum, however those who do authorized work on the glider receive credit of \$1.50 an hour. Our future plans are for more members and another sailplane. President: Wallace Loewen, Wasco, Calif.; Vice President: Cal Gaed, McFarland, Calif.; Sec.-Treas.; Don Loewen, Wasco, Calif.

## FRANCE

I give you some news covering French Soaring which can be interesting to you. A French pilot, Mr. Pierre, has just gained his Diamond C badge (the second in the world after Johnnie Robinson). In 1948 at the Beynes international champs. he had taken the goal 300 Km. in May 1951 at the Pont Saint Vincent Centre he had climbed to 6300 meters in a "Minimoa" sailplane inside a cumulonimbus cloud. Two weeks ago he traveled 510 Km from Pont Saint Vincent to Rodez in an "Air 100". He had chosen before his start a goal but he missed it by only 25 Km.

Yours faithfully,  
GUY BÖRGE.

## JAPAN

I regret to say that I overlooked renewing my membership which expired last month. How about two years this time? Enclosed is a money order for \$10.00.

Incidentally, the Japanese are looking forward to glider construction once again, providing the peace treaty between Japan and the Allied Powers becomes effective this coming September. There is much speculation concerning the event. It is of course, purely a matter of conjecture as to the first types to be built, but in all probability machines of the Grunau variety will get airborne first.

Sincerely,  
GLEN A. HASTON.

## Classified Advertising

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**BACK ISSUES OF SOARING** are available. Lots of inspiration for hangar flying topics. Price 50c per copy. Write Soaring Society of America, Box 71, Elmira, N. Y.

**FOR SALE**—Baker-McMillen utility II needs minor conditioning for '51 certificate. Haul away as is. Price \$150.00. Altimeter and air speed installed. Doug Warner, 82 East Ave. Middletown, N. Y.

**UNIQUE COLLECTION** of thirty-eight "First Day" Covers of soaring meets with photos of Harris Hill in album. First check for twenty-five dollars gets set postpaid. Fred T. Loomis 364 N. Main St., Elmira, N.Y.

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**FOR SALE**—Laister Kauffman LK-10 sailplane in sound condition structurally, but needs recovering. Will sell for \$350.00 as is or will recover and license for \$600.00. No trailer. Alabama Air Service, P. O. Box 2188, Montgomery, Ala.

**FOR SALE**—Fanciest looking, slicked-up single place LK you've ever seen. Excellent fabric. Used by Ted Schmuck for air show work. Some of the woodwork of this ship is infected with venereal disease, and it should be purchased only by someone who knows his wood and Manual 18. Price including trailer with new tires \$300.00. Eugart Yerian, 3778 Marion Ave., Memphis, Tenn.

## • Two To 38,650

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at about 70 miles per hour, at 1500. We landed at 1522 without finding much turbulence on the way down.

It gave me a great deal of satisfaction to have Dr. Kuettner along on this flight. It was very fitting that we should break a two-place altitude record (subject to homologation) in the 'Wave'. Dr. Kuettner has studied and flown in wave conditions in all the European countries and is considered the top man in that field in Europe. I discovered the 'wave' here at Bishop in 1929, and since that time I have made more than 300 flights in it.

The barographs both calibrated out at 38,650' above sea level.

A year ago this day, March 5th, I soared the F-38 for over an hour with both engines stopped and the propellers feathered, to over 30,000'. I wonder next year what March 5th. will bring?

JULY-AUGUST, 1951

## • 12 Hours

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pulled the barographs out of the ship and found that only one had worked. The other had stopped after a couple of hours. To our surprise we found we were not as stiff as we had been on previous flights.

Earl Menefee, our official observer, did the paper work for us and we owe him many thanks for a job well done.

## • Prizes and Awards

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Dayton Soaring Club

Washington (D. C.) Soaring Club

CONTEST MILES FLOWN—7,093

CONTEST TAKE OFFS — 194

Number of flights beyond 300 miles—1

Number of flights beyond 200 miles—1

Number of flights beyond 150 miles—2

Number of lights beyond 100 miles—9

25