

redecorated the administration building and at present are engaged in installing permanent toilet and shower facilities with hot and cold running water!! Also am negotiating for two hangars from the County. I hope that we are able to get them since we are badly in need of this type of building.

Sincerely,
GUS BRIEGLER

Dear Eugart:-

From all information we can gather, Karl-Eric Ovgard climbed to an altitude where he ran out of oxygen, either through his mask being slipped a little, or misadjustment of the oxygen regulator, or to an altitude beyond which he had equipment to go.

From the barograph trace which I studied under a microscope very carefully, he gained an altitude of at least 37,000', and perhaps as high as 45,000' (there are marks on the barogram that high, although they may be due to turbulence). The ship probably spun or spiral dived down to an altitude of about 13,000' where it leveled out and flew for about 20 minutes, without much loss or gain in altitude (we cannot conceive that it did this without some help from the pilot, particularly at that elevation, on that particular day). Then something terrible happened to it, one explanation is a mid air collision with a plane, and the ship started vibrating badly and fell to the ground.

In any event there was about 10 to 12 feet off of the right wing, and 15 feet off of the left wing, and the horizontal stabilizer and elevator were missing. There were indications that the wing tips had been beating the side of the boom before they tore loose from the aileron cables.

From photographs later developed, Karl had taken pictures of his instrument panel at 30,200 and again at 32,350'. His oxygen pressure gauge showed almost empty at this point.

Due to the barograph being broken open and smashed and exposed to the blowing wind and sand, it was hard to trace what happened from the barogram without the use of a binocular microscope. I took photographs of the trace which will be sent to you in a short time.

The ship he was flying had been relicensed a few days before. It belonged to John MacDonald and Arthur Matlick.

I hope this will be in time to be of some use to you.

—ROBERT F. SYMONS

ROCHESTER

The Rochester Soaring Club, Inc., had its third Annual Meeting January 14 and elected Henry Gage, President; Edward Schoonmaker, Vice President; Walter Hausler, Treasurer; and poor me as Secretary. I am proud to add that we now own all our equipment and don't owe a cent to anyone. As a matter of fact, each membership certificate has actually increased in value! We already have four new members for 1952 so this coming season looks awfully good.

—DON RYON

MARYLAND

Soaring season should be on soon. Getting my Wolf in shape. The District of Columbia Club's Pratt and Jack Perine's L/K are ready to go. Herb White's Cadet about ready. Weather still chilly and we've had late snows, but as soon as weatherman obliges we'll be trying out the spring air for thermals.

Don't know how many of us will be in Texas this summer. Probably at least Jack Perine and myself. May drag my Wolf along, and Jack will take his flattop.

Sincerely,
NATHAN J. FRANK



A MAN followed me all the way home!
(From SPIRALS)

LAWRENCE, MASS.

Word arrives that Ruth (Rudi to the gang) Bolten, wife of John Bolt-en, spark plug in the organization of the Lawrence Soaring Society, has been elected its president and is doing a fine job of interesting the women in joining up. Is there another soaring club anywhere headed by a woman?

SEATTLE AREA GLIDING ACTIVITY OUTLOOK FOR 1952

Seattle gliders doubled in number during 1951. The year started with three ships, the Cascade Group's TG-3, the TG-4 belonging to Dean Reynolds and Bob Joppa, and the Nelson Dragonfly owned by Clark Higgins and Mark Kirchner. During the year, Pete Bowers brought the Goppingen "Wolf" up from San Francisco, Kit Carson, Ed Radcliff, and Bob Chase got another Dragonfly in San Leandro, and the Puget Sound Club finished the Briegleb BG-6 to start 1952 with six flyable ships. The BG-6 represents the culmination of a year and a half's work on the part of all members of the Puget Sound Soaring Club, and is the first Seattle-built ship to be completed and flown since before the war. Before summer, three more ships are expected to get in the air: Amos Wood has only finishing touches to apply to his Bowlus Baby Albatross, Heasley Entz has the wings to cover on his TG-2, and Herb LeBruyn and Pete Bowers have a wing to repair on the damaged Bowlus Baby that they bought from Ray Lunger in Tacoma. Prater

Hogue may be able to finish his German Grunau Baby between field trips for Boeing, but it and Ray Lunger's German Olympia are not expected to be completed in time for this year's flying.

—From "TOWLINE"

Dear Eugart:

I thought the following might be of some interest to the gang.

The Toledo Glider Club exhibited a 1-23 during the Sports and Home Show which lasted one week in the Civic Auditorium in Toledo.

The 1-23 was suspended from the ceiling in the center of the stage and attracted a great deal of attention and received considerable publicity on the radio and in the newspapers.

As a result of the exhibit, the Toledo Glider Club obtained quite a number of new prospects and developed a great deal of interest in the sport.

The Toledo Glider Club has almost completed overhaul of the Stearman tow plane, so as soon as the weather breaks operations will again begin at the Toledo Airport. The Stearman was completely re-covered and a new engine installed.

The Mid-West Soaring Contest will again be sponsored by the Toledo Glider Club but the dates have not yet been announced.

It is planned to hold the contest over a four day period and we hope that more contestants than ever will attend this years Mid-West.

Sincerely,
Ed Knight

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SHOULDER HARNESS—new type, CAA approved, not war surplus. Fully adjustable, fits any style safety belt. \$6.00 each, shipping charges prepaid. Write for quantity discounts. Schweizer Aircraft Corp., Elmira, N. Y.

WANTED: 12 ancient issues of Soaring. Vol. 2 No. 1 to 4, 11 and 12, 1938. Vol 3 No. 1 to 3 and 5, 1939. Vol. 4 No. 8 and 9, 1940. Vol. 5, No. 7 and 8, 1941. N. J. Frank, Lexington Park, Maryland.

WANTED: One Starboard wing for L-K needed by the Toronto Gliding Club. Please write Mr. Henry Dow, Box 202 Agincourt, Ontario, Canada.