

bubbles made from an "Easter Egg" mold by Millard Wells. The rear bubble will be replaceable with a plain cover when Kenny wants to fly single-place. The whole ship will be repainted and re-christened "Ole Bubble Back."

A serious contender to the 1-23 (in the handicap class) will be Millard Wells' super-cleaned-up 1-19. Millard has removed the full-span spoiler along the leading edge by extending the plywood leading edge back eight inches and adding a beautifully streamlined canopy. The fuselage has been re-faired to match the canopy and the wing roots extended to match to fuselage and gap cover. A substantial improvement in performance is anticipated when the ship gets into the air in early June. Art Schultz, who is helping on the side, would like to obtain some performance data on standard weather-beaten 1-19's for a comparison of before-and-after performance.

Also out for top performance is Len Peterson who is flat-topping his TG4A in accordance with the latest dope from Gus Raspet. Len is also doing a complete re-cover job and hopes to be in the air early in July.

The Chicagoland Glider Council is happy to announce that this year's meet at Wooddale will be held July 25, 26 and 27. If our Texas weather continues that long we'll have lots of soaring to go along with the usual plentiful airplane tows, prizes and gabfests that we had last year. Anyone who can make it is invited. Everyone within 300 miles is expected.

—Art Schultz.

Short Shots From Dallas

Phil Easley's souped up BG-7 is probably the neatest of any home-built machine ever fabricated in this area. Even E. J. with his 6' 3" 185 lb. frame, stiff joints and all, fits comfortably in the cockpit and pronounced it 'like the old horse-hair sofa' after a flight. Easley fashioned a very cute wheel guard by taking a common stove-pipe elbow, slicing it in half and giving it a coat of zinc chromate. Some of the fabrication smarties from the big military manufacturers hereabouts, thought very well of this bit of sheet metal art, until they found out it was a hunk of common stove-pipe — then they fainted dead away. . . . Jock Powell's ability to hang onto the 'weak stuff' with his Baby Bowlus is making him highly unpopular with more skillful pilots with superior machines.

The first jerk that suggests we furnish triple action slide rules with each set of the proposed 19th National Contest Rules recently mailed to several hundred S.S.A. members is liable to get his haid bashed in Dogpatch style.

—from Spirals

Translation from German by Terry White TSA

Gottingen, March 17, 1952

Dear Comrade White:

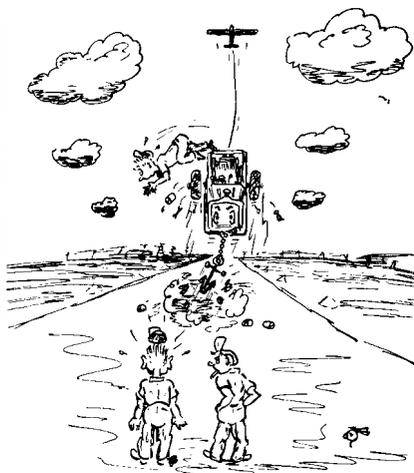
I received your letter . . . I can inform you that two HO-XVM Flying-wing sailplanes will participate

in the world championships in Spain. Indeed, they come this time not from Germany but from Argentina, where Dr. Reimar Horten follows his work with his old co-workers. Enclosed I send you a 3-view drawing of the new German 2-place Kranich III, the prototype of which is now being flown. The fuselage is of steel-tube, while the wing is a Weihe wing enlarged 2 sq. meters. It is forseen that a ship of this type may fly in Spain.

Yesterday, I received the news from Austria that this year the Austrian Soaring Contest will be held at the Zell-am-See soaring school. The Austrians received earlier permission to soar and possess more sailplanes than we here in Germany. The German sail-flyers hope very much that a close cooperation will come about between Austria and Germany.

Best greetings,
Hans Deutsch

Wally Wiberg has purchased the Screamin Weiner and warns all pilots "Beware!" Come Aug. 19th and the Nationals. This is the ship in which Paul MacCready established the out-and-return record, an international record for a time and which still stands in this country.



Reckon There's Any Lift Up There?

Cartoons in SOARING signed by the small sketch of an Indian with feathers are done by Texas SA member Steve Nephew, a Cayuga Indian.

EL MIRAGE FIELD

With over 50 members in our power club, six airplanes and two gliders to maintain, our ranching activities, and last but not least, the completion of our comfort station for use by last Sunday when there were nearly 200 people here, we are plenty busy.

Two of our power instructors have slowly been bitten by the soaring bug and now they are trying to outdo each other for "C" Legs. Their attitude toward flying is now somewhat changed. When they first came here they were not too sure about these motorless contraptions but today if there is anyone soaring, the loudest groans and moans are heard from

these two instructors complaining because said soaring pilot won't come down and give them a shot at it. Last Sunday while Bud Yenny was soaring our TG-1 around 10,000 feet, both the instructors were drooling, and finally when it looked like he was coming down (after about two hours) these so-called power enthusiasts flipped to see who would have to give some power instruction while the other one got the glider. Gradually our power students are becoming increasingly addicted to motorless flight. I don't see how they can help it after what happened last weekend when Paul Bikle auto-towed from the dry lake and soared to Yuma, Arizona for his Diamond "C" goal and Gold "C" distance. (He said he could have gone to Phoenix or Tuscon without much trouble. This would have qualified him for his Diamond "C" distance). Kirk Harris achieved his five hours and altitude for Golden "C". Willy Fiedler from Germany went to 14,000 feet on his second thermal flight in over 24 years of gliding. Alas—no barograph! Many other flights of duration and good altitude were made. I just had to stay on the ground and run things.

—Wm. Briegleb

FLORIDA

"Mom" and I are building our Dream Home, here on Fairy Lake near Casselberry—one of the most beautiful spots in Florida, and it takes up a lot of time, so the "Comet" still hangs from the rafters of our barn. I am feeling extra proud of "Mom"—she entered a poem, "Morning Flight", in the 1951 Annual Aeronautical Literary Contest In All Languages, conducted by the Women's International Association of Aeronautics Inc. and she recently received notice that she had won First Prize in the Poetry division of this contest. Her name will be engraved on the Brazil Aero Club Trophy. She also received a check as a cash award and a very beautiful piece of jewelry, as prizes. I have just about "busted" all the buttons of my shirt since then. I am mighty proud of that Diamond sparkling in my Golden C pin, too, and will be trying hard to get those two remaining ones in Texas this summer.

—Walter J. "Pop" Krohne

M. I. T.

Saturday, May 3 was Open House Day at M. I. T. Once every two years the Institute puts on a big show for the public when all the departments and student activities put on displays and demonstrations for the upwards of 50,000 visitors. The Glider Club contributed by having all three Schweizer gliders, the 1-7, 1-19 and 2-22, plus our experimental 108 HP J-3 Cub towplane grouped on the front lawn of the aeronautical building. The Cub was flown into the athletic field across the street by special arrangement with the CAA and State Aeronautics Commission.

We received more than our share