

"Open House Week" at our field Aug. 25 to Sept. 2, 1952. Some members have already arranged to have their vacation that week and it is hoped that all members can do the same. So far we have definite word from four and they are all tow-pilots. So there will be plenty of opportunity to fly that week. It will be a wonderful chance to get that CAA rating or FAI award. Let us know what you will be shooting for. We also should be setting some new field records, Pennsylvania records, and why stop there—National and International records. The only thing certain now is that Millay, Schmid and Daggett will be after their Golden "C" legs, and Jed will be after his five hours.

Though this is the same week the National Soaring Contest will be held in Texas, it is felt that only a few from this area will be able to go that far, and we hope that those not going to Texas will accept our invitation to soar with us that week.

Special activities will be planned both for members and guests especially for the weekends.

—Lynd Daggett, Pres.
Philadelphia G. C.

RADIO

In my article about glider radio (Soaring, Jan.-Feb. '52) I mentioned that the legal position of using ham radio for glider retrieving wasn't quite clear and that some gliding hams weren't willing to say much about their outfits for that reason.

Recently I have done some sleuthing on this. Mr. A. L. Budlong, General Manager of the American Radio Relay League, writes the following:

It is our conclusion that there is no reason why the glider retriever operation you outline should not be conducted with such assistance from amateur radio stations as you might get. We do not think that the contest operation are in any sense "commercial" and see no reason why ham radio should not be used there as well as at any other times, provided all the customary requirements of the regulations with respect to amateur radio and aeronautical mobile operation are complied with.

This opens the possibility of operation under the new Novice and technician class licenses, both of which require only five words per minute of code. The Novice license test is very simple technically; after a year you cannot renew the Novice class but must take the regular ham exam. Technician's class involves the same theory as a regular amateur test; it is renewable every five years and is good for work on 235 mc. or higher. Complete details are in "The Radio Amateur's License Manual", available at radio parts jobbers or from the American Radio Relay League for 50 cents.

It just happens that the V-Pres. of the ARRL lives in Odessa—Wayland M. Groves, W5NW. He'd be a good man to call on next time a hot soarer goes to Odessa.

Robert H. Ball

"Frustration"

You rise at six on a day meant for rest

In order to find the clouds at their best.

You struggle to ready both glider and plane

("Wouldn't it be simpler to just take the train?")

You lay out the wire, secure a tow pilot

Pep up the boys and hope they stay hot;

Take a squint at the sky and pray it won't rain

So now you're all ready—well, at least in the main.

Off on the tow, at 2000 release, Warm jacketed, you'll soar for two hours at least!

Two hours? Well, twice round the field anyhow

Doggone luck, twenty minutes is all t'll will allow.

After five times like that, you'll call it a day,

Disassemble the ship and store it away.

Hop in your car and hit the highway Head for home and watch cumulus form all the way.

Frustration, thy name is "Gliding".
By Virginia Carson

The New "COSIM" VARIOMETER by COBB-SLATER



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SACRAMENTO, CALIF.

The Sacramento Soaring Club was formally organized on the eve of March 19 with the election of officers and the approval of the club's Articles of Incorporation and the Constitution and By-Laws.

The club has already purchased a TG-3 and has an option on an L-K. We expect to be in the air by May 4.

We have received wonderful cooperation from our local CAA officials and the aeronautical staff of Sacramento College. Also Ralph Salisbury, Earl Menefe and "Gabby" Hansen of the Warm Springs group have given us a terrific boost by showing movies of their operation and talking to our group.

We have the choice of three excellent war surplus fields from which to operate for our training and thermal soaring activities. We are also investigating several locations in the Sierra Nevada foothills and mountains lying twenty miles or so to the East of us.

One of our charter members, Lynn Orgill, was one of the boys who started building Mead primaries back in Utah, during the depression days and was later a contestant at Arvin and an instructor at Twenty-Nine Palms. Vic Swierkowski was a glider pilot in Poland before the war. J. A. G. Smith flew gliders in England. Most of the other boys have had some time on power aircraft and are very anxious to get started.

Save room for us in your future editions. We are getting ready to make news.

—Victor Swierkowski,
President.

ST. MICHAEL'S GLIDING CLUB Buckingham, Que.

"The Club has now its own Tiger Moth, CB-BHJ recently acquired from the Aircraft Repairs & Overhauls Ltd. at lac-a-la-Tortue; it was flown here March 2nd by Don Melli-ship. This craft will take care of our aero tows as soon as it is rigged with a hook and will start operating when the gliders come out of Pendleton.

Pendleton has been drawn back into the governmental maw for some obscure reason. Somebody probably wants to store Civil Defence training pamphlets in the hangars.

Regarding our field, with the pine trees eliminated at the end of runway 03 it will acquire a more inviting look and should be worthy of some sort of licensing suitable for gliders and light aircraft. Training in the 2-22 will require more thoroughness than at Pendleton, but on the other hand, the student will acquire spot landing experience, a manoeuvre which is of the greatest value, once mastered. The hangar, when completed will afford suitable shelter as well as a Club Room. But there is still a good deal of work to be done.

The 2-22 has established a Canadian record of free flight last year—123 hours. It will be thoroughly