

UP DRAFTS—(Continued)

of the 4000 foot runway at 300 feet. Airspeed was just above the stalling point at 36 mph, evening wind about 18 mph, and ground speed 18 mph.

Just then, in the vicinity of my release from the auto tow, I flew into the same area of sharp lift again. Not exactly up—but a good zero sink. Still flying very slow I rode this “hump” for about 4 minutes, S-turning very slightly as I slowly moved up the runway toward the hangar area on my right. Altitude remained 250 feet.

Then I did it! I banked steeper to the left and figured to cruise out sideways along the lift area, much like a surfboard rider moves laterally along an ocean wave. Suddenly I lost my perch and the bottom dropped out of the lift. In nothing flat I was kicking the ship around and just made it into the wind as the Baby touched down.

On the ground we tried to figure out what had caused this unusual “spot” of lift there over the airport. There were no hills within several miles and no thermals. We decided it was purely mechanical lift. A 75 foot hangar sat staring us in the face about then—the only object of any size for miles around. I’d evidently done some real “hangar flying” that day. The flow of air up and over the hangar roof had somehow developed an area of lift to the lee side, apparently extending quite a distance into the air.

Bob Meakin
Utah Soaring Assn.

Air Trails magazine will start once more featuring the column “Sailplane Parade”. In order to do a good job may I again ask the soaring fraternity to cooperate by sending us all items on club and individual activities in your areas as well as photographs. The more we spread the gospel the stronger will be our glider movement. —
THANKS.

Alexis Dawydoff

MISPLACED GLIDERS and Sailplanes. Have you checked the rumor you’ve heard about a ship in a barn over near Puddleville. Well do so and send information of it along with information on yours to your SSA Governor or to Chas. J. Smith, 223 Veterans Court, Elmira, N. Y.

Women Flyers Announce Annual Essay Contest

The Women Flyers of America have announced the Annual WFA Essay Contest with 11 full tuition and 15 partial tuition scholarships to women for study in airlines stewardess, traffic and operations, business administration and secretarial as prizes.

An essay entitled “Aviation

As A Career for Women” of 500 words or less is the basis for the contest.

The contest, which will close May 15, is open to anyone desiring to enter. Entries should be sent to Miss Mattie F. McFadden, president, Women Flyers of America, 160 Gulf Street, Milford, Conn.

er not later than May 10. The cost per copy will be \$4.00, it was announced.

The publication will consist of some 120 pages in all.

Other actions of OSTIV included the selection of the Swiss Aero Club’s “Schweizer Aero Revue” as the official OSTIV organ and the appointment of B. J. Cijan, Yugoslavia, as chairman of the technical section and Dr. Phil Walter Georgii, Argentina as chairman of the scientific section.

Those interested can contact Dr. Georgii at San Lorenzo, 110 Mendosa, Argentinian and Mr. Cijan at Ostrovskog 5, Zemun, Yugoslavia.

The Board of OSTIV requested that the various sections of OSTIV be kept informed of all scientific and technical information acquired or compiled by field groups.

It was also announced that C. Slikkerveer had been named to succeed Dr. J. P. Honig as OSTIV secretary. His address is Secretariat, 3, Kanaalweg, The Hague, Holland.

Results of OSTIV Directors Meeting Are Announced

Scientific meteorological papers presented at the General Conference of OSTIV in Madrid last year will soon be published as a “Meteorological Monograph” by the American Meteorological Society, it has been announced.

OSTIV presented a plan to the AMS concerning the publication of the papers presented at Madrid and since the papers were of such high scientific standard, it was decided to publish them in the “Meteorological Monograph.”

Soaring Magazine started in the March-April issue the first of a series of condensations of the 44 papers read and completes this series in this issue.

However, those wishing the complete copies of the papers should send to their local Soaring Society organization an ord-

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