

(Continued from Page 27)

'ISA' IOWA Soaring Association Newsletter, Cedar Rapids, Iowa. "At the last meeting of the ISA the "faithful few" received an unusual reward. Tudor Wilder gave us a showing of a very rare and valuable film. The film is the only one in existence, far as we know. It deals primarily with Lindberg's preparation, takeoff, and landing on his famous trans-Atlantic flight. Along with Lindy and the Spirit of St. Louis there were actual pictures of attempted take-offs by other flyers. There were crack-ups, nose-overs, and squashed landing gears breaking and dropping all over the place. Terrific stuff!"

'ISA' IOWA Soaring Association Newsletter, Cedar Rapids, Iowa.

"GOOD TRICK Never was there a young man like goofy Elmer Droop; he nailed wings on the hen-house and then he flew the coop."

WHEN A CLUB IS NOT A GROUP — Correction Please!

"Since the formation of the Elsinore Glider Club last April, we have been referred to by various names — all confusing to our correct name. Most frequent error is calling us a group or soaring association.

The ship owners and glider pilots who organized the glider club, rent and operate the airport exclusively for their gliders, wish to be known as "THE ELSINORE GLIDER CLUB," Inc. Hope this clears up all the ambiguity of our proper identification.

Pete Bonotax—Pres."

A certain tall Texan who is affectionately known by his first two initials says we can be sure the TSA will be at the Nationals with Bellzon. We will be glad to return their former hospitality. He sez they might attach us as one of their western provinces, but forgets that we have deemed it wise not to include Texas in the greater Metropolitan Area of Los Angeles.

'NEWS LETTER' Amateur Aircraft Builders, Fredonia, Kansas. "WE ARE DESIGNING A LOW-COST GLIDER . . . Many of our readers have written us for information in regards to the glider which we are presently designing. Well, boys and girls, it's like this . . . there "ain't" much we can say as yet 'cause the design is far from complete. Since all design work is being done in our spare-time (and the NEWS LETTER is taking lots of that!) we are finding progress very slow. We get a lot of encouragement from our readers though and are going to see if we can't speed our work up a bit. Work done so far consists of preliminary sketches, estimates, a few actual design drawings and such necessary paper work as is always necessary before going ahead with actual experimental building. Along with all the above we are trying to write a "prospectus" for forming a corporation to manufacture our glider idea.

We had hopes of making the design so that the glider would be such that a small engine might be added so that it could be used as a powerglider, however, as yet, we have been unable to locate information on an engine that would be suitable. If any of our readers can help us out on this angle we'd appreciate it. The design so far is such that it can still be used for power adaption with a small amount of changing.

Though the following specifications are not necessarily the exact figures we will end up with they do represent those that we are "shooting" at: Type, Seconday (with possible power-addition), Length 19 ft. 3 1/2 in.,

Span 38 ft. 1 1/4 in. and a chord of 4 ft. 6 inches. Aspect ratio to be 8.46. Weights: Empty 198 lbs., useful load 170 lbs. and a gross weight of 172, ailerons 22.50, rudder 7.77, fin 5.18, stabilizer 11.88 and elevators 10.12. Performance: Normal gliding speed 32 mph., landing speed 18 mph., gliding angle 15:1 and a sinking speed of approximately 3 ft./mi. This information is for the glider, less engine.

'HARRIS HILL NEWS' Elmira Area Soaring Corporation, Elmira, New York. "HARRIS HILL JANUARY 1, 1954. Four (4) sailplanes were in the air on this important date to kick off the new year. Bill Frutchy in his 1-23 was first off at about 2:45 p.m. Bob Distin in the STAG 2-22 was in the air at 3:35, followed shortly by Jack Wilkins in Joe Perruci's 1-19. Rounding out the display of Schweizer models, Paul Schweizer was off a little after 4:00 in his 1-23D. All were winch-launched.

The occasional spectators that drove up to the Hill in warm, heated sedans, with windows sealed against the rugged blasts of wind and driving snow presumably regarded the pilots on the field and in the air to be uncomfortable and incomprehensible to say the least. Truthfully, the pilots were dressed for the occasion, were engaged in plenty of activity that supplanted any concern about the climate, and were having the time of their lives."

## CLASSIFIED ADVERTISING

FOR SALE: Licensed 1-19, hangared at Harris Hill. Trailer available to transport from hill only. Price \$450. Offers considered. W. O. Hoverman; 15 Kenyon Ct., Utica, New York.

SCHWEIZER TG-3 N600434. Fabric marginal, no instruments, no trailer. 18 hours total time since manufacture. Always hangared. Now at Harris Hill. Would like \$500.—Make offer. D. C. Ryon, 25 Hartsen St., Rochester 10, N.Y.

GOOD TG-3-A licensed to August '54, new canopy, new dope, primary grupe, and good trailer. Interested in outright sale, but will consider trade for something smaller. For details write George S. Leuchars, 213 13th Street South, Great Falls Montana.

NOTICE TO BABY BOWLUS OWNERS: We have available a few 5" OD x .065 x 24 ST4 aluminum tubes suitable for replacement of originals used on BABYS. Will sell for \$10.00 each, including crating. Ted Nelson, Nelson Special Corporation, 440 Peralta Avenue, San Leandro, California.

GLIDER: (SGU 1-19) Recovered late 1952. Red and silver, Best fabric and dope. Always hangared, never cracked. Special Gehrlein trailer. Complete soaring instruments. 800 feet 5/16-inch rope. Ready to fly. Inquiries invited. L. Yenger, 4601 Beechwood Road, College Park, Maryland.

WANTED: L-K Wings, one port and one starboard. Must be structurally sound, but will refabric if necessary. Write A. O. Boudreault, Gatineau Gliding Club, P. O. Box 883, Ottawa, Ontario, Canada.

WANTED: One right LK wing. Write John D. Dunn, 2532 W. Hollyford Road, Memphis 18, Tennessee.

FOR SALE: Pratt Reid CF-ZBJ. Newly covered in 1953. Will deliver anywhere at cost. Price, \$700. Will consider a deal involving 2-22. For information contact Mr. John D. Agnew, Canadair Limited, Box 6087, Montreal, P. Q., Canada.

SCHWEIZER TG-3, N41865. Excellent condition, recovered new glass May 1952. Instruments in both cockpits. Trailer. Asking price \$1,500.—Make offer. Rochester Soaring Club, Inc., 25 Hartsen St., Rochester 10, N.Y.

WANTED: Two V.H.F. Avigator radios and a Helicopter air speed indicator. Fred Jukich, 146 Eldridge, Mill Valley, California.

### MAKE YOUR FLYING A SOARING HOLIDAY

MEMBERSHIP: AMATEUR SOARING ASSOCIATION (MASA) is the key to gliding and soaring in the Metropolitan area. To soaring pilots and those who have the desire to participate in the sport of mindless flight, here is the opportunity to join a group of the most active enthusiasts in the country.

The Wurtsboro site, located in the foothills of the Catskill mountains, is within easy reach by ground and air. The ground from the Metropolitan area, take Route 17 to Wurtsboro, N.Y., and turn right on Route 209 which passes directly by the airport, two miles down the road. Soaring conditions at Wurtsboro are of all types: thermal, radiation, wave soaring and seasonal ridge soaring, with the ridge alongside the airport. The soaring season usually extends from March through November.

Services and flight equipment are provided by Sud Flights, Inc. (See advertisement for further information). Two Pratt-Read, two place, side-by-side sailplanes (these sailplanes in the country for dual instruction and check-outs) and a Stearman tow plane comprise the equipment. All this is available throughout the season. A number of individual-owner MASA members also have their high performance sailplanes at Wurtsboro.

What about learning to SOAR? If you are already a power plane pilot, the procedure is simple. All you will need is several check flights to familiarize yourself with the flight characteristics of a sailplane, followed by a short course in soaring technique, all under the tutelage of expert soaring instructors. If you are a total novice concerning flying, the simplest method is to take a few

power lessons first, to learn the basic technique and acquire the "feel" of flying, after which you are ready to check out in sailplanes. The owner of Wurtsboro airport has facilities for power instruction. Convenient facilities are available for your overnight stay in Wurtsboro at the MASA club cottage, with men's quarters holding a dozen comfortable beds and the ladies' quarters, six. Only club members are eligible to avail themselves of these facilities. In the event of a "full house," the Wurtsboro area has many other lodging facilities.

Swims (behind MASA cottage) there is a swimming pool supplied by a fresh stream. Outdoor games and sports are also available to MASA families and friends. A section of the field is reserved for parking cars and planes, while a short distance away, an area is provided with chairs, sun umbrellas and playpen from where flying activities can be easily watched without interference with operations.

During the year there are a number of informal meets and "get-togethers" with our friends in nearby clubs. These activities will be extended soon to formal events with prizes and cups. Also contemplated for immediate action are monthly "breakfast flights" featuring free breakfast, and as a special prize a free ride in a sailplane, to the one who can best estimate by landing time at the airport.

So, SOARING FANS, here is your opportunity to become active in a close-by organization. We will be glad to talk to you and take you for a ride. Come and visit us soon.

I hereby apply for membership in the METROPOLITAN AIRHOPPERS SOARING ASSOCIATION FOR 19

**MEMBERSHIP APPLICATION FORM**

**MEMBERSHIP FEES**  
\$10.00

All members will receive monthly copies of the NEWS LETTER. Evidence of MASA membership and outdoor hot-tape.

Make all checks or money orders payable to:

**METROPOLITAN AIRHOPPERS SOARING ASSOCIATION**  
Wurtsboro Airport  
Wurtsboro, New York

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M.A.S.A. Promotional Folder.