

# Notes and Quotes From Club Bulletins



## THE SOARING SOCIETY OF DAYTON, INC.

AFFILIATED WITH THE SOARING SOCIETY OF AMERICA, INC.

**NEWSLETTER of the SOARING SOCIETY OF DAYTON, INC.** "Notice—The SSD trustees approved (Aug. 24 meeting) the following operational procedure: Effective immediately—All tow pilots and ground crew personnel who fail to perform their scheduled functions, or fail to have an SSD substitute act in their place will become ineligible for tows. This ineligible status will continue until the member's next duty assignment. Tow pilots will record those performing ground crew duties on the tow plane log sheets."

**"SPIRALS," Texas Soaring Association's Club Bulletin.** "EDITORIAL: Let's keep 'our boys' home. Let's hold the 1956 5th World Soaring Championships in America—AT GRAND PRAIRIE IN TEXAS. Where it never rains, where conditions are always super, where there are no dart games (a few floating crap games though). Out where the tall thermals (and stories) grow, the land of the free (try to get sompin' that way) home of the brave and TSA. Who'll be first to contribute a thousand dollars? Don't push, don't shove—the line forms to the right."

**"TSA FLYERS AT GRAND PRAIRIE TO ORGANIZE AS CAP FLIGHT.** A number of our active members who regularly operate at our G. P. base are already members of Civil Air Patrol. Now that a number who are not affiliated with CAP have expressed a desire to participate and become members of that great civilian auxiliary of USAF, a CAP flight is being organized. The TSA Flight of CAP will be attached to the Grand Prairie Squadron who have their headquarters at our base of operation. The flight will be organized initially under the leadership of EJ who is a charter member of CAP in Texas and who currently serves in an advisory capacity with CAP's Wing Staff. The details of the organizational effort will be taken up at our next regular meeting.

Having so very many things in common with the CAP organization and having worked jointly with them on several projects in the past, it is certain that this TSA flight will be successful."

**"WIND AND WINGS," Monthly publication of the Associated Clubs of Southern California, Ltd.** "Notice to Membership Chairman: New glider fan just arrived in San Diego—likes to fly in prone position for now—can be adapted to ultra light small glider of high speed design. Would prefer to fly ships with automatic relief tube, etc. May be contacted at the home of Pete Girard—just arrived this week—weight: 8½ lbs."

**"TOWLINE," Bulletin of the Seattle Glider Council, Inc.** "Towline's speculation, in the last issue, on the whereabouts of the Council Chairman was only partially correct. The true story is that the Chairman, hearing the pounding footsteps and a knock on his door, as recounted in the Wives' Corner of the June issue, made the error of answering the door and found not the white coated gentleman but a request from his employer assigning him to a short exile in an environment which, as it turned out, approximated the destination his mother warned him of in his youth concerning the 'here-after' returns of bad behavior. Yes—the hours there were long, and the weather hot. So hot that even TEXANS were leaving the country. We don't claim to be the fittest, but we did survive to return again to the 'land of winter.'"

**"DOUGLAS DUST DEVIL," Published monthly by The Douglas Soaring Club, Inc., Santa Monica, California.** "The BIG news for this edition is that our beautiful bird is now soaring at El Mirage. Doesn't the thought of sailing around the sky in graceful, effortless flight, do something to your heartbeats? Can't you imagine yourself sitting up there at ten thousand feet with the faint song of the air flowing over the sleek lines of the Pratt-Read, whispering in your ears? The blissful feeling of peace...the relaxing of your mind and body...the freedom from the cares and worries of the world far below? Yes, and how about the feel of a thermal bumping your bottom, and the excitement of seeing 'green air' in the variometer...and watching the rate of climb indicator start reading 400 fpm...00...1200...2000 fpm. WOW! What a feeling! Even the feel of 'red air,' and the fight for a little green before you have to give up and land...watching the earth rush up toward you...and the feel of perfect control on the approach as you open the spoilers and get on the "DOWN" elevator...the level out, and the gentle kiss of the wheel and the earth. Darn!! the more I think of these things for writing, the more impatient I get. What a time to be laid up with a bum knee (vacation casualty)."

**"THE VULTURES, INC.," Michigan's largest Soaring Club.** "REGULATION—Women in skirts are no longer permitted to climb into a Club glider unassisted but now are required to find a gallant pilot to lift them in. I suppose next that darned Executive Committee will outlaw all the good holds."

**"THE THERMAL," Southern California Soaring Association, Azusa, California.** "It is clear that meteorology can learn much from the soaring fraternity, most of whom are highly intelligent, technically curious, rugged, congenial people. My assignment at Elsinore was indeed a pleasure, and I am looking forward to many future contacts with soaring pilots." John H. Aldrich, U. S. Weather Bureau.

**"AUSTRALIAN GLIDING," Official Journal of the Gliding Federation of Australia.** "The department of Civil Aviation Regional Office in South Australia placed a six week's ban on gliding activities at Cawler aerodrome following an alleged act of negligence by members of the Adelaide Soaring Club during April.

The reason for the ban—a very justifiable one—was that the club left three rollers on one of the airstrips on completion of flying over Anzac week-end holiday.

This act of negligence could have led to a serious accident, as Gawler is No. 1 diversion field in case of bad weather at Adelaide Airport (Parafield).

The D.A.C. later modified the ban by permitting gliding to take place under certain terms. These terms are:

(a) That all members have to sign a document to the effect that they have read a paper on the conditions of usage of the aerodrome.

(b) Each flying day, some responsible member must sign at the control tower Parafield Airport that he (the signee) will be responsible for the safe condition of the aerodrome and will see that all safety measures are complied with."

**"WURTSBORO THERMAL,"** "Tidum showed up with two of the brightest red-and-yellow check flags for the airport cars you ever saw, sewn together courtesy the Singer Sewing Machine Co., who thought they were selling her a machine and couldn't understand why she came with her own material, for a demonstration. The nerve of some people! Anybody else need some flags?"

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was intended to be used by the Army as a fuel transport plane, but the end of the war prevented this.

At present there are very few high performance sailplanes in Japan, and the best is the SA-1 which holds the endurance record of about 28 hours. Lack of material and money is preventing the manufacture of sailplanes and gliders, but it is hoped to develop some high performance distinctive gliders in the near future.