

Notes and Quotes From Club Bulletins



"SPIRALS," Texas Soaring Association's Club Bulletin. "The Editor of 'Towline' official bulletin of the Seattle Glider Council makes out, in our opinion, a very weak case as to the facts surrounding his being rendered hors de combat. His story has it that he was the victim of a hit and run driver all while he was flying a C-3 Aeronca. Quite a few people doubt seriously if there are any C-3's left and even if there are, how would this editor manage a head-on run-in with an automobile. There must be more here than immediately meets the eye. While we would be the absolute last people in the world to start an ugly or unfounded rumor, we must at the same time warn everyone to view this situation of the said Editor, the C-3, and the alleged automobile with a jaundiced eye. With the exception of this report, all other material contained in the Sept-Oct issue of 'Towline' was truthful and excellent. The real and the true facts of the so-called accident will out in time and we will report them fully. Yes sireee!"

"RELEASE," Bulletin of the Philadelphia Glider Council. "TROPHIES PRESENTED. After the election of officers at the P.G.C. Annual meeting, Stan Brower presented the 'Optical Laboratory Co.' trophies and checks to this year's winners. The 'Achievement' award went to Al Schmid for his flight of 95 miles to Wurtsboro during Open House. Lynd Daggett received the 'Activity' award for spending the greatest amount of time in the club 2-22.

"A new trophy was presented by George Rowley to Art Millay for making the greatest number of tows during the year. This trophy is a beautiful little scale model Stearman, painted just like our tow ship and bearing the same NC number.

"Many thanks to Stan and George for these awards. They go far in encouraging our members to do more flying, and flying is what keeps P.G.C. a 'going concern.'"

"THE NO GASS NEWS," Atlanta, Ga. "IT WASN'T A PANTIE RAID, ... SOMEONE SNATCHED OUR NYLON. A few days ago, after a very fine morning of soaring, the boys decided to submit to an old habit and get lunch. This in itself was pardonable; having no wind, they decided to leave the equipment on the field so they could get back in the air quickly. When the boys returned, they found a very large gap between the tow plane and the Pratt-Read. Some dastardly _____ had stolen our new nylon tow rope. Be warned and be on the look-out for a nylon clothesline or well-rope in the general vicinity of the airport."

"BIRDS I VIEW," Newsletter of the University of Illinois Glider Club. "At last the LK has been tested, under temporary NX permitting solo only. On August 24, towed by Stearman, courtesy of Institute of Aviation, Tom Page took it to 2,000 ft. on a break-in, then to 5,000. Stalls at 37 mph. Normal entry to attempted spins from all attitudes produced only slipping spiral. No flutter could be manually produced up to 105 with or without spoilers. None induced by dive to 126 mph. Tests on 29 Aug. with dual condition ballast showed normal hut nosedown spin with rapid loss of altitude from all entries. Definite entry is required. Recovery normal but at 85-95 mph nosedown. Solo spin induced once by very pronounced entry. Herman Linder checked through stall series and showed it would soar in mild lift. Both pilots found it faintly right wing heavy, correctible by fixed tab, and nose heavy at normal glide with full up-trim, indicating overballasted in nose.

"The initial testing was done in a veritable blaze of local publicity, ignited by news-wise Carol Friedewald. The press outnumbered the club at the scene. WCIA-TV carried film clips and stills the same evening; WDWS and WILL had reports; both Courier and News-Gazette had 4-5 shot spreads the next evening; WILL had an interview about the club on a news spot and used a 15-minute taped report by the test pilots on its regular Saturday "Wings over Illinois" program."

NEWSLETTER of the CHICAGO-GLIDER COUNCIL. "A new Flying Machine has joined our group and each of the proud owners has checked it out with flights to 5,000 ft. Art Johnson, Chuck Kerestesi, Eva Schultz and Len Petersen are all in this one together and that Bright Yellow 1-19 is really going to get a workout. Pete says it is mighty cold at 5,000 ft. in an open job when it is only 45 on the ground.

"The smoothest landing we've seen in a long time, Glider or Power, was when Dorothy Eppler greased in her PA-11 while paying us a visit recently. She really put a lot of 'Hot Rocks' to shame. I think we better get Dorothy in that TG-3 before the season ends.

"Longest flight of the month goes to Ken Flagler in the 1-23—two hours and forty-five minutes. The thermals were good but Ken says it was snowing at cloud base and he even had to fly out of the lift to get the snow to melt off the leading edge.

"Art Schultz has cleaned up his new ship but says he still isn't satisfied with the performance. It sure looks good to us and we think he is getting it really down to fine points now."

"DOUGLAS DUST DEVIL," Published monthly by the Douglas Soaring Club, Inc., Santa Monica, California. "STRAIGHT GLIDING FLIGHT"

Vision is undoubtedly the most important of the senses used while flying. It is the master sense that correlates and allows the correct interpretation of all the kinesthetic sensitivity and hearing. However, vision alone is insufficient, kinesthesia must be developed acutely and its interpretation becomes subconscious under the control of vision. This cannot be done unless the student is at ease in the air and relaxed so that he is receptive to the sensations of all types received while flying. 'Feel' should be encouraged especially at the start while the student is learning to glide and becoming accustomed to the controls, but it must be impressed on the student that his excellent instrument will always be far more reliable in an emergency than 'feel' alone. Feel, or kinesthesia, is necessary under all conditions, but it relies on vision, and vision uses the horizon when available, the instruments when no horizon is available.

"Straight and gliding flight requires almost no pressures on the controls if the ship is properly rigged and the air smooth. In rough air anticipation of the ship's tendencies must be developed, and the pilot must develop timing of control pressures to the extent the attitude of the ship will never vary even though it may bounce around considerably. It is the coordination of controls, the anticipation of the disturbing factors and the ship's reaction to them, plus the timing of control action with precisely the proper pressures during flights in rough air, that shows the real ability of a pilot to fly straight and level.

"Contrary to common belief, straight gliding flight is an art."

"WURTSBORO THERMAL." "Well—after the last hurricane a month ago, one would expect better response from the membership in an emergency. It's all right to have some people do all of the work on normal week ends, these things we are used to, much as we dislike it. But when it comes to the point where the future of soaring at Wurtsboro is at stake, and particularly when a hurricane is plotted directly in this direction—and *still* nobody cares enough to show up, I hardly think we deserve to be in operation. We had winds close to 90 mph this night—a bit more and the ships would have gone. Don't you people care? We're insured, yes, but do any of you know where the Pratt-Reads can be replaced by *any* similar type of craft? Do you really think that you can entrust the care of these ships time after time to our airport owner, who is understandably getting discouraged over our attitude and might very well say the hell with it the next time, a girl who can do little more to help than hold a wingtip or brace a fuselage, and maybe one or two other men who get away from work early to come up? Do you stay-at-homes think those of us who sweated it out the night before, enjoy seeing you the next day when the weather is clear and the soaring good?"

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