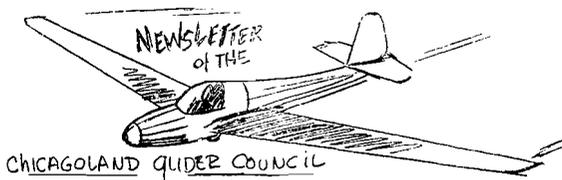


# Notes and Quotes From Club Bulletins



## "NEWSLETTER OF THE CHICAGOLAND GLIDER COUNCIL." . . .

"One of the most magnificent jobs of soaring we've seen this year was old Doc Stork spiraling tightly over the Desplaines home-site of Pres. and Mrs. Kenneth Flaglor. Ken and Carolyn were presented a female trophy weighing 6.14 December 12th. Joan Carol Flaglor, mother and father are doing fine!"

**"THE THERMAL,"** Southern California Soaring Association, Azusa, California. "SCSA SAILPLANE '195' HELD TO FLY WAVES AGAIN. . . . Negotiations are in progress between UCLA and the Air Force to conduct Phase IV of the Mountain Wave Project. This is planned to be of only a few months duration during the winter and early spring of 1955. Dr. J. P. Kuettner, of the Air Force Cambridge Research Center, is scheduled to direct this activity as he has in the past. Harold Klieforth, of UCLA will assist him. The sailplane would be made available to the project by leasing it to UCLA for this period, if negotiations are completed. This study is expected to further explore the fine structure of the Jet Stream. Flight operations are expected to be conducted from Bishop Airport at Bishop, Calif. as in Phases II and III of this project."

**"BULLETINS OF THE REGINA GLIDING AND SOARING CLUB."** "For those many moons now we have been working at, talking about and swearing at a subject called incorporation. At times we began to wonder if the day would ever come when we would be an incorporated company. Well we are now incorporated."

"Incorporation gives us the standing of a non-profit company with all the privileges and responsibilities that go with it. It means, for instance, protection for individual members of the club as action can be taken only against the company for its assets. There's very little likelihood of anything like that happening but better safe than sorry."

"Before closing the door on mention of incorporation, we should extend a big vote of thanks to those people who played such a major role in pushing it through. Particular thanks go to our genial solicitor, Al Nicol, who patiently drafted and re-drafted the incorporation papers until everyone was satisfied. In addition a vote of thanks goes to George Hurren, secretary-manager of the RCFCFA who volunteered his services at the Ottawa end to clear the papers through."

**"SPIRALS,"** Texas Soaring Association's Club Bulletin. "Well, read it again, —and again. YES, you're reading it right, THE FINEST AERO CLUB QUARTERS and HANGAR BUILDING belonging to a genuine non-profit club, in the South, belongs to us, —THE TEXAS SOARING ASSOCIATION."

"Sounds like bragging don't it, — too good to be true!! But it is true!"

"There are finer Aero Club facilities in Omaha, St. Louis, Portland and possibly in Detroit and New York City. There are no others. TSA actually has the finest base of operations and club house in the country with the above few exceptions. Of course, neither the land or club house dwelling is ours in fee, but our carefully laid plans and sincere efforts plus noteworthy accomplishments in our worthy objectives have brought us the use of these facilities "in the rough" as long as we properly care for and utilize them."

"Our own individual and collective hard work has converted the "rough" building into the elegant club rooms that they now are, just as cooperation and the same brand of hard work built the *World's only* group of "T" hangars built exclusively for sailplanes."

"This has been possible because we have all "pitched in" and worked in close cooperation. We'll enjoy it for many years to come, for the same reason."

**THE WINNAH!!!!** —12th place that is. We entered a 250 word description plus excellent photographs (made by Ed Kurzawa) of our snack bar in the DO IT YOURSELF CONTEST held recently in Big D, and won 4 gallons of Du Pont paint worth about \$20 bucks. . . . which ain't hay. Considering the fact we were competing with over 500 entries, we were real pleased to be in 12th place.

**"WIND AND WINGS,"** monthly publication of the Associated Clubs of Southern California, Ltd. "THE EDITOR SAYS—The comments made by many of the members in regards to the recent issues of Wind and Wings have been very generous and most gratifying. They are greatly appreciated. It would please me no end to hear from some of the more distant members with which Wind and Wings is our only link. It would also be nice to hear from members of other clubs to which our humble publication is mailed."

"What we need most is the little news items of every day interest which should come in by telephone, post card, or letter. There is almost always somebody at home who will gladly record any items of interest you may have."

**"TOWLINE,"** Bulletin of the Seattle Glider Council, Inc. "Always at this time of year one must do some evaluating of the past period. This cannot be done sincerely in the case of the Seattle Glider Council without giving wholehearted thanks to Heasley Entz for his accomplishments as Chairman these past two years. When you get to know Heasley, you can't resist an admiration for him. He may not always do things the way you think he should, but his sincerity and sacrifice for doing all he can for those around him is found in few people these days. Space is not adequate here to describe his many efforts and sacrifices of time, flying, and money to help the activities of the Council. We all thank you, Heasley, and will welcome your experience in our future activities." . . . "SAFETY TROPHY. . . This trophy was established by the Pacific Northwest Aircraft Co. in 1953 for the purpose of promoting safety in glider operations. It is awarded to the Pacific Northwest pilot or person who contributes the most toward the promotion of safety in gliding and soaring during the year. A scoring system which evaluates candidates on the basis of attitude, action, deed and exposure to risk on the ground and in the air is used to determine the recipient. Violation of safe practices or CAR disqualifies the contenders. The 1954 winner, Robert Joppa, although having a fairly low flight total, has given a portion of his time to flight instruction, flying passengers while conducting his activities in a safe manner, and encouraged others to observe safe practices. Many of the pilot contenders having larger flight totals than Joppa compromised safe practice with flight expediency to increase their flight performance and thereby disqualified themselves for the Safety Trophy competition." . . . "We have been talking about it for years, but so far, no one has DONE anything about it—the job of getting across the Cascade Range in a sailplane. Amos Wood has done something about it, however, by putting up an inducement. He will throw a barbecue beach supper on Mercer Island for the entire Seattle Glider Council in honor of the first pilot getting across the Cascades in a glider in free flight. If necessary, this can be done by aero towing high enough to coast all the way across, but it has to be a real crossing, and not just a short slide starting at the top of the pass. Foothills to foothills, or at least North Bend to Faston. There were quite a few days in 1954, when this flight could have been made starting from Arlington, but the trouble was, they were all in the middle of the week or the ships were in the shop, or something. . . ."

**"NEWSLETTER OF THE SOARING SOCIETY OF DAYTON, INC."** "Notice to Soaring Clubs — Plans are underway for the seventh annual Wright Memorial Glider Meet!! This meet will be held May 26-30!! We're planning the meet—you plan to enter!! More details in our next newsletter!! " . . . "An Inspiration, . . . All SSD members should read Joe Robertson's article 'Landings and Approaches Thereto' in the last issue of SOARING! Read it twice! Perhaps it should be added to the check list as a prerequisite to take off."

(Continued on Next Page)