

# Notes and Quotes From Club Bulletins



NEWSLETTER OF THE GREATER ST. LOUIS SOARING ASSN.

**"EARLY BIRDS,"** Newsletter of the Greater St. Louis Soaring Assn. **"HELLO OUT THERE.** This is the first newsletter from this part of the country. It will be written and published when the notion strikes or when we have something to yell about.

**"HISTORY.** The Greater St. Louis Soaring Association isn't a new club in fact, it is rather old, I can't tell you much about it, but the way it stands right now the old members are very inactive. We are just borrowing their name in hopes that someday we might have a real rip snorten glider club here in the Greater St. Louis area. Right now there are four of us interested in soaring in this part of the country. Howard C. Blossom, 26 Daniel Road, St. Louis, Mo. He shouldn't be a stranger to you old timers in the soaring world. He is keeping the St. Louis Soaring Association on the records right now. He hasn't been seen around the airport, but his contributions have. Then there are other so-called members, Raney Bell, 206 North 48th St., Belleville, Ill.; Dick Galibiers, 659 Rochester St., St. Louis, Mo., and Fred B. Friedewald, 311 S. First St., Belleville, Ill.

"Our equipment is very simple. We have one BG-6 owned by Raney and Dick, one Franklin which will be recovered this winter, one winch which is the best in the country, one Cub with an 85 engine owned by Raney, one Cinema fuselage and one BG-6 fuselage. Right now we are flying out of Parks Metropolitan airport in East St. Louis using either Raney's cub or the winch."

**"TRADEWINDS,"** publication of the South Florida Soaring Assn., **"ZONING—** On June 21st, at Dade County Courthouse, hearing was held before the Dade County Board of County Commissioners, re Flying 'C' Ranch's use of a portion of the farm as a landing strip. Walter C. Hill, Jr., and Baby Compton accompanied your editor to the courthouse on this distasteful chore. Some 20 or 30 people appeared in opposition. Most of them were from a mile or more away from the landing strip, and thought (or had been told) that it was going to be a big commercial airport. One lady, 3 miles from the strip, said my flying made her television flicker at night. The real motives and misunderstandings of the opposition were brought to light, and discounted as such.

"County Commissioners said they they would go look at the landing strip and decide the matter at a later date. No word has been heard yet on their decision."

**"SPIRALS,"** bulletin of the Texas Soaring Association. **"TSA MEMBERS KING AND NIEMI IN PROCESS OF CONSTRUCTING SAILPLANES OF THEIR OWN DESIGN.** Being two of TSA's quietest and most modest members, these two crack aero engineers, one with Bell and the other with Chance Vought, have brought their projects along with no fanfare and in fact very few people have looked in on the workings.

"Niemi's machine is of the all-metal variety and in most respects conventional. The workmanship is said to be superb—real aircraft jewelry they say. Lennart is well known as an expert mechanic, having worked part-time at that trade while an undergraduate.

"King's ship is said to be of equal fine workmanship although he is employing wood and fabric. The design as with Niemi is strictly his own and will be completely different. Bryce, an old MIT man, is no stranger to hand tools and his creation will unquestionably be of the finest.

"It is not thought that either of these completely new designs will see the air before late this year. Neither of the constructors are of the hurry-up kind, so we willingly wait."

**"FREE FLIGHT,"** monthly bulletin of the Soaring Association of Canada. **"SUCCESS, FAILURE, TRIUMPH, TRAGEDY:** all are reflected in this month's issue. The success or failure of FREE FLIGHT still hangs in the balance. A local success has been achieved in that six non-SAC members of the Toronto Gliding Club have taken out subscriptions. One from Port Colbourne, Ont., one from Ottawa and three from the U.S. give a total of 11, woefully short of the target and highlighting the apparent failure of most SAC members to realize that unless many more subs are sold, and sold fast, somethings drastic will happen to FREE FLIGHT. Trying to stop the rot, the Editor took a day off on July 1 and drove his wife to Brantford—not to fly of course, but to sell subs. Mrs. S. did a good job—out of a disappointingly small crowd (seven or eight non-SAC members) she sold five subs and one single copy. Couldn't this same thing happen at Vancouver, Calgary, Edmonton, Red Deer, Regina, Saskatoon, Ottawa, Kingston, London, Montreal, Buckingham, Sherbrooke, Quebec? California, New York, Texas. . . . ?"

**NEWSLETTER OF THE SOARING SOCIETY OF DAYTON, INC. "SOARING SOCIETY OF AMERICA—** A quick survey of the recent Soaring Directory is mighty interesting. For instance we find that there are only sixteen states that have more than ten members. Eight of this sixteen have more than thirty members. Five of this eight have more than fifty. Two of this five have more than one hundred and forty. The other thirty-two states share one hundred and forty-two members between them. These records cover all grades of membership so you can imagine just how many are actively engaged in soaring. Either there is very little soaring in this country or there is a lot of soaring done by non-SSA pilots. **WHY?**

"The Directory indicated the five top states as follows: California—177, New York—148, Texas—58, Pennsylvania—57, Ohio—53. Since the Directory was published however, Ohio has moved into third place in the nation on SSD solicited memberships. We expect to remain in the top three! Yeh! It's a challenge!"

## OBITUARY

A heart attack claimed the life of Maurice L. Waters, Jr., on June 15th, 1955. Most soaring people will know that Maurice was a leader in gliding and soaring from its inception in Elmira more than 25 years ago. He was Managing Director of the E.A.S.C. in 1939 and 1940, and Contest Director in those years. He held a gliding instructor's rating, and was an instructor in the civilian glider program during the early years of World War II at Elmira, N. Y., Mobile, Alabama and La Mesa, Texas. He established a National Out-and-Return record in 1946 of 52 miles and was one of soaring's best aerobatic pilots, having been National Aerobatic Champion for many years.

His loss will be felt by his great host of soaring friends throughout the country.

SOARING Magazine and members of the Soaring Society express deepest sympathies to his wife, Mrs. Lorraine Waters, his father, Maurice, Sr. and his sister, Mrs. Allen Edwards.