

Notes and Quotes From Club Bulletins



"HOT AIR" Publication of the Northern California Soaring Association. "The constant sprouting of new housing closer and closer to Centerfield Gliderport means that our days there are numbered. It takes little imagination now to see it surrounded by a solid mass of houses, and that is (as the Military say when they turn tail and run) unquestionably an untenable situation. Fortunately we will apparently not be completely lost souls. Ted Nelson's plans offer the prospect of a Gliderport at his new place, in the Livermore Valley, far superior to that at Centerfield. The soaring there promises to be much better and more consistent. We will have the use of glider hangars and will no longer have to pack 800 pound 54 foot sailplanes in like sardines at the end of the day. Ted has had trouble drilling for water at the new site. All they could find at first was oil, cuss it! Oil may have a certain intrinsic value for certain purposes but, as Ted says, you can't drink it. Poor Ted; oil, oil, everywhere, and not a drop to drink."

"NEWSLETTER 55-11," Published by The Soaring Society of Dayton, Inc. "C.A.P. CADETS. During the month of November a group of C.A.P. Cadets have been taking tows with us in our 2-22. We hope that a definite program can be worked out in the near future to enable these nine Cadets to become 'Active Members' of the SSD and continue their flight training. We'd like to see them qualify for Private Glider Pilot ratings by early summer. Our group has the necessary equipment and qualified people to conduct an annual winter training program of this type. This is the most economical way to get the youth of America interested in aviation. Study is good up to a point but it takes actual experience at the controls to make a pilot. Any one interested in helping a good cause? This is it!"

"THE LASHAM NEWSLETTER." "On September 4th we were very honoured by a visit from the President of the Soaring Society of America, Lt. Col. Floyd Sweet. We hope he enjoyed his visit, and take back our good wishes to all the soaring folk in the U.S.A. His name-sake but no relation, Lt. Sweet U.S.A.F. has recently joined us as a full flying member with a background of over 2,800 power hours, but in case you don't recognize the Lieutenant at Lasham, he's a she, christian name, Virginia."

"THE BROKEN TOWLINE," Published by The Fort Wayne Soaring Council, Inc. 925 Kinnaired Avenue, Fort Wayne, Indiana.

"Things have been happening around here since the last issue of this newsletter. Several week-ends ago Tennis Mahoney took off in the 1-26 on a Saturday afternoon and landed at Bryan, Ohio attaining an altitude of 8700 feet en route. He came down early enough so that Harley Shaffer could take the Cub over and pick him up and get back just before dark. The next day, not to be outdone, Harley took off in the 1-26 and three hours later he was over Toledo at 9000 feet. Conditions remained good and he stayed up for an additional two hours and a half to get his 5-hour Silver C flight. These 1-26's are really flying fools. Bob Bauer towed him back with his new 170. . . . LATE FLASH! —Harley Shaffer has received his Silver C Certificate. Congratulations. Altitude gain was won at Bowling Green and the distance and duration was made on his recent run to Toledo."

"SPIRALS," Bulletin of the Texas Soaring Association. "ANOTHER SAILPLANE ADDED TO TSA FLEET—A snow-white Pratt-Read was added to TSA's growing stable of sailplanes the weekend of November 19 when Louis Falconi of Roswell, N. M. delivered the ship to Grand Prairie. Buyers of the ship are George Coder, Bob Johnson and Whit McCormack. This practically gives TSA a corner on the Pratt-Read market, for now we have three of the two-place jobs—the Coder-Octavec-Carsey-Boston ship, the Craik-Easley-Backstrom-Powell P-R, which will soon be in the air again, and the new addition. . . . STILL ANOTHER. — Terry White, TSA's Secretary, has now taken delivery of the Minimoa formerly owned by Pop Krohne. This sort of gives TSA a corner on German-built ships, too."

"TRADEWINDS," Publication of the South Florida Soaring Assn., Inc., Miami, Florida. "Flying 'C' Ranch Landing Strip Permit Approved by County Commissions. After two hearings, and one and one-half years of difficulties, Flying 'C's' zoning troubles appear to have come to an end, at least for the time being, when the County Commission inspected the site, and ordered a permit issued, with restrictions—that is, plenty of restrictions."

"WURTSBORO THERMAL," Published by M.A.S.A., Wurtsburg, New York. "BILL AND BETTY PLACEK'S 1-23 KIT." It should be noted right away that this kit should not be regarded as a precedent. Bill being the fine craftsman that he is, Paul had no compunction about letting him have a 1-23 in kit form, but because of the skill needed for this job, it may prove to be a one-shot venture. Bill took delivery of the 1-23, looking very much like a 1-26 kit, at the Schweizer plant over Labor Day, and traileared it back to the double garage which is its home for the winter. We visited over there a short time ago, with Cynthia Lawrence, examined the ship which is surprisingly near completion, and spent an interesting evening listening to these two A & E wives talk shop. This story has become as much Betty's as it is Bill's thanks to the interest she has taken in her husband's work. . . . The ship came in bits and pieces, many of them, all metal and most a hideous green. 90% of the job is, of course, riveting. Any A & E can tell you that there are all sorts, sizes and shapes of rivets, but Betty found this out for herself while watching Bill dive into a large box of assorted rivets, muttering "Where is a thus-and-so type," wasting precious time and probably enriching the evening air with fine language, who knows? She finally sat down one day, and separated and catalogued every last one of them. Betty is now an authority on rivets, an accomplishment of dubious value at a PTA meeting but bound to awe most women and no few men at an airfield. The ship progressed slowly. The completion of a spoiler was an accomplishment, an aileron a major event. Betty was put to bucking rivets, and then, after she was shaken to pieces and the callouses had started to form, Bill persuaded her to learn how to use the gun. Much of the work then will have been a cooperative venture between the two of them, and next spring Betty can watch with well earned pride when Bill takes to the air in *their ship*."

"BULLETIN #4," published by the Michigan Soaring Association. "Interest in soaring continues to increase in the Tri-City area. The latest development there was a meeting held in Saginaw on November 7th, attended by 20 persons from that vicinity. Ray Jackson, Chuck Hauke, and Doc Selvidge came up from Detroit to talk about Michigan Soaring activities and answer questions concerning the starting of activities there. They also showed colored slides and two films from the SSA Library. At the present time it is uncertain if the Tri-City group will start by purchasing a two-place trainer (Of course, the big problem here is where do you find one even if you have the money?) or whether they will buy one or two single place ships as a start. Five or six of the group already hold power ratings. The Vultures have offered to get them checked out in the 2-22 in case they start off with single place ships. Anyone in the Tri-City area interested in soaring can obtain further information from Mayor Gilson, 3656 Janes Road, Saginaw."

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