

# Notes and Quotes From Club Bulletins



**"HARRIS HILL NEWS,"** published by Elmira Area Soaring Corp., Elmira, New York. "ROBERT SMITH SIGNS ON WITH TWA AS FLIGHT ENGINEER. One of Elmira's Top glider pilots will leave us the first of Feb. to go to Kansas City, Kansas to attend flight engineers school for TWA. Bob made his first solo flight in a glider back in 1951. He has certainly come a long way since then as every one should remember that last July Bob lacked just 3 points of being the National Soaring Champ of the U.S. We're really going to miss Bob, not only as a pilot, but as an A. & E. Mechanic as he did most of 'our' A. & E. work for us. This made it very convenient as Bob was usually on the hill most every week-end regardless of the weather. Bob also helped instruct of Jr. members making a 60-mile round trip to donate his time. I'm sure that everyone who knows Bob wishes him good luck and good fortune at his new job with TWA.

A Note to TWA:

We of Elmira hope you realize what a good man you are getting and if you don't think so just look at his record here at Elmira.

Sincerely yours,  
All of his friends."

**"ASA BULLETIN,"** published by Arizona Soaring Association. "The Arizona Soaring Association is a non-profit corporation organized to foster the sport and science of motorless flying in Arizona. It is the purpose of the Association to help individuals and clubs owning gliders and sailplanes by providing facilities, equipment and instruction for their use; to help others interested in gliding to get started through flight instruction; helping to organize a club; locating sailplanes for those who want to purchase them; and to engage in any other activity that will promote flying in Arizona. At the present time we are operating out of AirHaven Airport on Grand Avenue in Phoenix. This is not our permanent location, we are still looking for a field of our own to develop as a true Glider-port with all facilities for motorless flying and a recreation spot for those necessarily left on the ground."

**"TRADEWINDS,"** publication of the South Florida Soaring Association, Inc. "SOARING ACTIVITY. Chas. Abel's 1-26 has been the lone sailplane in the South Florida sky so far this winter season. Chas. has flown some 6 or 7 times from north Perry Airport, in Broward County. Some days were good and others just so-so."

**"WURTSBORO THERMAL,"** published by M.A.S.A., Wurtsburg, New York. "This is the last issue of the Wurtsboro Thermal which I shall be editing. During December, I accepted a position with Eastman Kodak in Rochester, and will move there the first of the year. This move will give me a number of things—the chance I've been looking for to get away from New York, and the chance to build a career. So this is good bye, or rather au revoir to my friends at Wurtsboro. I've had a lot of fun with you, made some good friends and I've learned a lot. And I owe thanks to many of you—Bill Terry who got me into soaring in the first place, Larry Lytle, Steve Bennis, Kurt Rosner, Ross Stevens as instructors, By Baker who made me respect maintenance, the Lawrences, Steve Phillips, the Harris', and others who became very dear friends. Parting is not easy. But Rochester is not far away, and the Rochester Soaring Club has already accepted me as a member. So I'm not altogether gone away. We'll meet again at Wurtsboro, or Elmira, or even Batavia, who knows. Good luck to you all, and to the field.

Gretchen Dambach,  
Editor.

**"BULLETIN #6,"** published by the Michigan Soaring Association. "GLIDER-PORT PROGRESS. The gliderport committee has been active the past month and has already picked out its first choice for a site. The actual place must for the moment be nameless until the negotiations get a little further along, but it is within 20 miles of the Detroit city limits. It could provide a runway 3,000 feet long, with a shorter crossing one of 1,800 feet. We struck a snag for a while when it was rumored that a new highway was going right through the site, but examination of the detailed highway maps for the new construction and an aerial photograph shows that there will be no interference. In fact the highway will make it all the more accessible."

**"TOWLINE,"** published by Seattle Glider Council, Incorporated. "The biggest immediate problem confronting glider operations in western Washington is the revised Air Defense Identification Zone Boundary. This puts Arlington just inside the south border of the new zone. Operation here was not a problem before, thanks to our Glider Exception Zone, but the new rules will have a serious effect on this."

**"BULLETIN OF THE SACRAMENTO SOARING CLUB, INC."** "The Drawing for the Timm towplane, was held at the residence of Mr. and Mrs. Swierkowski on the eve of Dec. 28th. About 20 club members and guests enjoyed the hospitality of the Swierkowski's, dancing, hangar flying and making plans for the coming season.

"As the time of the Drawing drew near the tension increased. The stubs were all sealed in a roomy cardboard box and the box was tossed from one person to another until everyone had a chance to shake it thoroughly. Miss Katherine La Casse, fiancée of Lt. Carl Dudre, was then blindfolded, the end of the box was opened and she reached in, stirred the tickets some more and drew . . . No. 092490. Mr. William Giles, 1731 P Street, Sacto, was the lucky man. He is an engineer with the Calif. State Division of Highways.

"Mr. Wm. H. Giles in a terrific gesture of goodwill insisted on donating the plane back to the club. A non-pilot, he is anxious to start training as a glider pilot as soon as we can get him in the air. The officers and members of the club accepted Bill's generous offer and unanimously elected Mr. Giles a Life Member of the Sacramento Soaring Club."

**"PROPLESS WASH,"** published by the Toledo Glider Club, Toledo, Ohio. "Six of the Toledo Club attended Jackson's Christmas Party in Dearborn. We should have worked on the winch, as planned, but one night out of a year won't hurt. Sure glad we went. We got to see Ray's new Skyrafter radio. I guess it's everything Carl Ziler says it is. Carl has used one extensively. I learned some more about 'C.G.' hooks from Doc. Selvidge. I wish everyone who owns or plans to own a 1-26 would insist Schweizers put a C.G. hook on the 1-26. It sure would be easier to engineer and install a C.G. hook at the factory. I just know Paul S. will hate me for finding more work for him but I really think this is a must with all the winching and auto towing being done."

**"THE DOPE,"** newsletter of the Rochester Soaring Club, Inc. "HUGH WHITNEY. Many of you know Hugh as a glider pilot from the Elmira area. Hugh was a crew member for the U. S. soaring team in Spain and in England during the last two world meets. He earned his 'Silver C' in a 2-22 from Harris Hill. Recently he graduated from Cornell University with a mechanical engineering degree and came to work at Kodak until he would be called for flight training by the Air Force. At this writing he is headed for Texas and one of the Air Force flying schools. Best of luck, Hugh, and come back and fly with us whenever you get the opportunity."

**"TEXAS SPIRALS,"** bulletin of the Texas Soaring Association. "Ol' Grand Prairie Airport should look like the Hornberg or Klippenneck this summer with four German-built sailplanes wheeling overhead or better still, striking out for West Texas. There will be the TSA Weihe, Forbes' Weihe, Brown's Weihe and White's Mini-moa."