

Notes and Quotes From Club Bulletins

KSA NEWS

"KSA NEWS," published by the Kansas Soaring Association. "This is the first issue of your KSA Newsletter. It is hoped that this little publication will serve to keep everyone interested in soaring advised as to the activities of groups all over the state. We will also print information to help improve safety and technique of our operations. Anyone that desires to receive this publication, who is not presently on the mailing list, is invited to submit his name and address to this office." (Editorial Office: 1405 South Oliver, Wichita, Kansas).

"SAILPLANE," Soaring News from the heart of California—Sacramento. "NIMBUS IMPRESSIONS, by Lynn Orgill. Last weekend, I found myself sitting at 10,000 feet, cruising up and down the valley near the Minden airport in Vic Swierkowski's new 'Nimbus III'.

"As I moved along at a true airspeed of 110 MPH in what appeared to be the most effortless flight possible, I could not help but recall the first glider flights I had made in comparison.

"My first glider flight was made at Salt Lake City, Utah, in 1931, in a Mead Challenger, a very primitive primary. The wings were covered with muslin from Penney's at \$.09 a yard. The control surfaces were hinged with heavy canvas straps. The airfoil was one foot thick with a five-foot cord and a 32-foot span. We sat in the open with no safety belt at first. This glider would almost beat the wire down on auto tow.

"I have flown many gliders since that first primary, but I have never found one that would remotely compare to the noiseless perfection of flight of the 'Nimbus III.' The first impression of sleekness is noted when the canopy is put on. Vic has really created a flawless bubble . . . perfect visibility in any direction.

"The elevators are a trifle sensitive on the first part of the airplane tow, but as you move up and become more accustomed very little effort is required for perfect flight maneuvering. This ship performs beautifully at 65 MPH or 120 MPH.

"If you enjoy soaring, don't stop until you have had a flight in this wonderful ship."

"THE PLAYBOYS' THERMAL," newsletter of the St. Louis Soaring Assn. "What the soaring movement in this country needs is a good shot in the arm. Having the Internationals in this country in 1958 would do this. What is it going to take to have them here and what is going to be gained by it?

"To have the Internationals in this country will require the combined efforts of

all the members of SSA, led by a capable leader. I feel that Floyd Sweet is that leader. It will take time, but we are not a lazy nation. We are a busy nation with our church, civic and fraternal organizations. If all the members of SSA would devote half of the time they spend working for our own Nationals, private clubs and personal goals and devote this time toward the Internationals in the U.S., we could play host to the glider pilots of the world in a manner in which this National is accustomed . . . How will the SSA prosper by having the Internationals in the U.S.? We are a nation who likes big things. This would be big! Our newspapers, radios, television networks and magazines could not ignore us then. Some people say we are an 'Informed Nation.' I don't think so. Ask the next fellow you meet on the street who the International Soaring Champion is. Do this same thing in one of the other countries who entered the Internationals and compare your answer.

"This is just a little noise, but if we of the Soaring Society of America made just a little noise in the direction of having the Internations in this country—the result would be a thunder that could be heard around the world!"

"THE CONVECTOR," monthly bulletin of the Mid-Atlantic Soaring Association, Inc. "Speaking of Parachutes . . . You've all seen the ads in SOARING for safety equipment by the McElfish Parachute Service at Love Field in Dallas, Texas. I got a chance to drop over to 'Mac's' place while I was at the Nationals. Not only did I get a very good buy in a back pack, but I also looked over the rest of his stock. It is all top quality equipment, and the price is right. If you need a seat pack, back pack, seat belt, shoulder harness, etc., don't hesitate to get in touch with McElfish—I don't see how anyone can beat his prices and you can be sure that the stuff you get from him will meet your expectations.

"Mac is a fine fellow personally, and if you let him know you are a soaring enthusiast he will take especially good care of you. He isn't out for that fast buck, but aims to give you what you need at an honest price. If you buy a chute from him it will be packed before shipment and ready for service when you receive it.

"When I told Mr. McElfish of the problem I had in trying to fit my 190 pounds into my poor little Wolf, he went out of his way to contact the President and local (Washington, D. C.) rep. of the Pioneer Company to get me fixed up with a Grunau pack at a special price. That's the kind of person he is."

"NEWSLETTER OF THE KRONFELD CLUB," published by the Kronfeld Club, London, England. "In this our first Newsletter, we would like to give (especially to those people who are keen on flying but are not members) some idea of what this Club is; how it came into being; and what it hopes to be.

"The main object of the Club is to act as a social centre for those keen on gliding and true light aircraft flying. Somewhere to come knowing you will meet others with the same interests, and where regular talks are held on all aspects of the sport, and films shown. The Club has been functioning just only a year and the membership is now 250 and steadily growing.

"The Club came into being merely because of the chance discovery of a basement flat just behind Victoria Station, and as a result of a meeting held in May 1955 it was thought worthwhile to form a centre for which it was felt there would be a demand and to get down to the considerable amount of decoration and repair work necessary to put the flat into a habitable state. Work went on all through the summer evenings last year and, although not completed, the first of the new regular Wednesday talks or film shows was held in the middle of November. The speakers have included such personalities as Philip Wills, F. N. Slingsby and H. Best Devereaux, and topics ranging from the Hanging glider to the Martin Baker Ejection Seat. The normal attendance on Wednesday is around 60 people.

"Looking to the future we hope to at least double our membership; to have the Club open regularly during the winter and to increase the facilities we can offer to members.

"Coming to the end of our first year we can, therefore, offer to enthusiasts a Club formed entirely by voluntary effort comprising a bar, lounge and lecture room for a remarkably small annual subscription."

Sailplane and Gliding . . .

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