

# Notes and Quotes From Club Bulletins



**"HOT AIR,"** Bi-monthly publication of the Northern California Soaring Association, Inc., May, 1957. . . . by Maybelle (Mrs. Les) Arnold: "Some fellows actually become gliding and soaring addicts. I know, because I've lived with one for over twenty years. In fact, I would not have been surprised if my husband had grown feathers on his head instead of hair for I'm sure he is at least part bird. To prove that point, too, I must add that our first little fledgling is now giving her proud papa a bit of competition."

"Sunday was Father's Day instead of Mother's Day in our family . . . the little fledgling (16 year old Jean), flying in Gabby's (Derrill Hansen) 1-26 topped her dad in "Redwing (a famous TG-3) as they circled in a fine thermal. I really couldn't say which one was more thrilled when they told us about it as both were beaming with happiness."

**"OSTIV SECTION"** of the Swiss Aero Revue, July, 1957. "Beginning in this issue is the first of a series giving technical data, photos and three-views of the most interesting of the world's sailplanes. Every month different groups will be featured and it is planned that the series will be completed by mid-1958. A book will then be published and made available. The information is being compiled by the OSTIV Editorial and Technical Committees under the Chairmanship of Mr. K. G. Wilkinson."

**"THERMAL TOPICS,"** Publication of the Columbus Soaring Association, Inc., Vol. 1, No. 1, 15 April 1957. "For those of you who have not been out yet this year, we have moved to Cordosi Field, one mile west of Galloway." "Birth of a Bulletin: This scratch sheet will be coming out each month from now on (we hope), to keep you alerted to the happenings of the group. Contributions gratefully accepted. Get them in to Art Gilles, 1105 Beechview Dr., Worthington, Ohio by the first Saturday of each month. It's a tough job getting out such a sheet, so let's all help"

**"THE THERMAL,"** Publication of the Southern California Soaring Assn., Inc., June, 1957. "May 25th was a red-letter day in the Bikle and Briegleb families. For both Hugh Bikle and Kenny Briegleb earned their Silver C's on the same day. And the SCSA too, is proud of the fact that two of its 15 year old members have

shown the skill and proficiency necessary to win the coveted awards. And in the future, we predict that we'll be hearing these names often, winning other honors in the soaring fraternity."

**"AIR CURRENTS,"** Monthly publication of the Arizona Soaring Association, June 7, 1957. "Ken Bawden has established the official ASA altitude record with a good barograph trace of 11,500 feet above point of release. This was accomplished on June 2nd. Kenny took off at 3:25 p.m., released at 1,200 feet above the ground and it took him about 15 to 20 minutes to get to 2,000, where he caught up with the Cinema and went on up to 8,500 feet. Then he drifted on down to 6,000 feet where he caught a small thermal that was very steady with no turbulence and he stayed in this up to his maximum altitude of 12,700 feet above the ground. (Field elevation is 1,200 feet). Ken was in rain and ice and accumulated about a quarter of an inch of ice on the leading edges of the wings. He hadn't taken any extra clothing to keep warm and while he froze with ice crystals floating around in the cockpit those on the ground were being roasted in one of the hottest days of the year. Landing was made at 5:15 p.m."

**"THE CONVECTOR,"** Monthly bulletin of the Mid-Atlantic Soaring Assn., Inc., June, 1957. "May 4th, First M-ASA cross-country of the year and Lead C Award flight. It was a beautiful day for soaring, unless one released in a down-draft over the city of Winchester and then proceeded to misplace the airport. This time your Editor must take the bow. Needless to say a good ship for landing away from home was used, Mac Leod's Pratt-Read. To make things even more so, there was no opening in the fence where there should have been one, and the only way out was through the winding path (with countless gates) of a Palamino pony farm."

**"NATIONAL AERONAUTICS,"** Monthly publication of the National Aeronautic Association, July, 1957. Cover photograph is of the first two Air Academy gliders. Caption: "USAF Sailplanes. First of several sailplanes to be used to introduce motorless flight to Cadets of U. S. Air Force Academy were delivered recently. They are (upper left) a Schweizer 2-22 A Trainer and a Schweizer 1-26 B high performance sailplane."

**"FREE FLIGHT,"** Bi-Monthly publication of the Soaring Association of Canada, March-April, 1957. "The A.G.M. (Annual General Meeting) approved in principle the changing of the S.A.C. structure from one of a membership of individuals to a membership of clubs and geographically isolated people . . ."

"The individual gliding clubs are to collect S.A.C. fees from all of their flying members at the rate of \$4.00 per year, for members and \$1.00 per year for junior members, and are to remit their collections, plus member's names and addresses to the S.A.C. Treasurer quarterly. It is considered that this rate will be adequate if 100 per cent of the flying members of all clubs take out such a membership."

"For individuals not subscribing through their club Treasurer it has been decided that there can be no reduction on last year's rates of \$7.00 for single membership and \$10.00 for married couples . . ."

"The new system, which encourages memberships to be obtained through local club Treasurers, has the advantage of relieving the S.A.C. management of the heavy work load involved in billing several hundreds of individuals, and it should very definitely contribute to a growth in the S.A.C. because local clubs will have the incentive of having to obtain practically 100 per cent enrollment of their flying members in order to qualify for the low rates."

**"NEWSLETTER,"** 57-5. Monthly bulletin of The Soaring Society of Dayton, Inc., June 7, 1957. "Why not join one of the most exclusive organizations in the U.S.A.? Those who have maintained a five minute flight above point of release can join by submission of the form found in your handbook. Since there are only 600-700 (actually 1,370, Ed.) people in the U.S. that have their "C" you can become a member in a limited membership club. We must have twenty people now that can apply for their "C" and we would like to show the SSA that we have an active club with a higher percentage of "C's" than any other soaring club. You will be surprised at the number of people that will notice your "C" pin when you wear it."

**"AUSTRALIAN GLIDING,"** Official journal (monthly) of the Gliding Federation of Australia, April, 1957. "The EPB-1A Flying Plank being built by Glidair Sailplanes of Sydney will be used to obtain a Type Approval for this design."

"The Flying Plank has been ordered by Mr. Fred Hoinville, of Melbourne, and will be built to the drawings being offered for sale in Australia."

"Reg Todhunter, of Glidair, says that construction of the Plank will probably commence during April."

March, 1957. "A recent report from the GFA Technical Officer for Airworthiness, Geoff Richardson, reveals that there are no less than 40 different types of gliders flying at present in Australia."

"A further nine different types of gliders are under construction and have not yet been flown."

"(Footnote: At the last GFA Annual Meeting it was reported that, as of the end of April, 1956, there were 102 gliders in flying condition in Australia."