

# Notes and Quotes From Club Bulletins

## Towline

**"TOWLINE"** Monthly publication of the Seattle Glider Council, Inc. October, 1957.

### "CASCADES CONQUERED"

"On Tuesday, September 3rd, Bob Moore of Richland, Wash., made the first crossing over the Cascade Mountains in a sailplane. He started from Wenatchee by aero tow and soared over the mountains by way of Stevens Pass, landing at the State Aeronautics Commission field at Skykomish, a distance of about 60 miles from the starting point."

"This flight has long been in the minds of most of the local soaring pilots, but it remained for the Old Fox from the Atomic City to make the first real attempt, and to succeed on the first try."

**"SAILPLANE AND GLIDING"** Bi-monthly journal of The British Gliding Association. August, 1957.

### "From a Bird Spotter's Notebook"

"The Razorbill Auk  
(Goodhartibus Nickii)"

"The Razorbill is an ocean-going species often confused with the Bearded Auk, with whom it is closely related. It is noted for its spasmodic migratory habits and was recently reported for three successive years in America, where it not only flew to 37,000 ft. but also outflew all other American species. Last year it received world recognition in France with a Foster bird and a Yorkshire Eagle."

"It's mating habits are obscure but it is often seen at its parent-nest at Inkpen after long periods of absence in Somerset and elsewhere."

"It seldom walks, being a poor pedestrian, but flies fast and straight, seeming always to be in a hurry. The stern blue eyes of this species betray a somewhat argumentative nature at times, usually announced by a deep growling note, but offset by a manner of undeniable charm. It is interesting to note that this species is prone to early moulting."

"The Bearded Auk  
(Goodhartibus Tonii)"

"The Bearded Auk derives its name from a massive growth on both upper and lower mandibles, predominantly tawny in colour. When walking it has a distinct nautical roll. Like its brother, the Razorbill, this marine species is migratory, having recently returned to these shores from Australia, where it was acclaimed for record-breaking flight."

"The Bearded Auk is seldom silent for long. The note of the bird is a chattering growl, rising at times to a loud honk. It is a proud parent and often to be seen in the company of its fledglings (four in number)."

**"ARIZONA AIR CURRENTS"** Monthly bulletin of the Arizona Soaring Association. October, 1957.

### "THE PRESIDENT'S ANNUAL REPORT"

"With this meeting the second full year of operation comes to an end for The Arizona Soaring Association. It has been a year of both accomplishment and disappointment. . . ."

"One of our greatest achievements goes completely unnoticed. We are an organization which has had no problem of factions, and I pray that the ASA will always be that way. The bickering and bitterness which can be caused by factionalism in soaring groups can be a very ugly thing."

—Joseph C. Lincoln.

### "ANNUAL MEETING"

"The By-Laws were amended to include a Student Membership for \$6.00; \$3.00 going to The Soaring Society of America for an SSA Student Membership, including a subscription to SOARING magazine, and \$3.00 to ASA."

**"THE DOPE"** Monthly newsletter of the Rochester Soaring Club, Inc. Panel No. IV, Coat No. 9. September, 1957.

"RSC, Inc. Purchases a 1-26"

"Perhaps the most exciting decision that the Club has made in many a year was made last Sunday, 27 September, 1957, and that was to buy a Schweizer 1-26 sailplane. It should be flying next spring and we all look forward to many a pleasant hour flying it. With this new equipment we will have room for several new active members in the Club. If you are interested, any member will be glad to assist you with the preliminaries."

**"PGC RELEASE"** Monthly bulletin of the Philadelphia Glider Council. Early, 1957.

### "WE DID IT AGAIN"

"Floyd Sweet sent a very nice letter to Art notifying PGC that once again we hit 100% SSA membership. To those of you who are not PGC members and have been lax in renewing your membership in SSA remember that this is the only national soaring society in the U. S. and deserves every soaring enthusiast's support for the fine work it does in keeping us all together."

**"SAILPLANE AND GLIDING"** Bi-monthly journal of The British Gliding Association. October, 1957.

### "THE NATIONAL GLIDING CHAMPIONSHIPS"

"Opening Ceremony, 28th July. Promptly at 10:00 A.M. the Duke of Edinburgh arrived in a naval helicopter, under an overcast sky producing intermittent drizzle. Ragged cumulus clouds had already grown large by 6:30 A.M.—a bad sign—and by 8:00 A.M. — the sky had been nearly

covered. But the rain held off as the Duke was escorted to an outdoor platform and introduced to the assembled company by Philip Wills, who announced that our distinguished visitor had come to see how gliding people live. He explained that on ground we live rough, at a standard rather below that of Western Civilization. But how we live in the air—that was different; the air is a strict taskmaster, and our lovingly maintained aircraft had to come first. In fact, we are a band of people who are united in our love for the air, and this, like all love, is quite irrational (noises signifying agreement)."

"The Duke of Edinburgh's first remark at the microphone was that he didn't think speeches and gliding went together very well. He did not profess to know much about gliding, but as patron of the British Gliding Association he knew that it runs itself and is no bother to anybody else. The reason was that gliding people are sensible and responsible, and, he added, "if more people were sensible and responsible, we wouldn't need quite so much government." This produced an explosion of laughter. . . ."

**"THE CONVECTOR"** Monthly bulletin of the Mid-Atlantic Soaring Association, Inc. October, 1957.

"The Air Force has nothing on us! Now we have a 2-22 too — in addition to our White Winch and Meyers OTW."

"One of the shortest lived committees in M-ASA history was appointed at the last meeting. This was the "2-22 Project Committee" composed of Frank Lane, Jack Perine, and Arnold Roccati. Credit for the swift completion of the assigned task must go to Jack. He combined an ability to write with a glider-glider's clairvoyance when he contacted Ed Geller along with others. Ed hadn't thought of selling his ship until Jack's letter reached him, but something in the missive softened him up. Ed is now with the NACA at Hampton, Virginia. The ship was stored at New Bloomfield, New Jersey. On the weekend of September 28-29th, Ed passed through town and dropped the 2-22 off at Winchester."

"The addition of Don Pollard's winch to our club property last month gives a low cost flying bonus angle to the 2-22 addition this month. The configuration and flight characteristics of the 2-22 makes it a good winch ship. This means that a beginner can build up the flights and experience he needs at a much lower cost and in less time than would be necessary if he had to depend on air tow. Of course the faithful old Meyers is still here to give those high tows when air work practice or thermal flying for beginners is the order of the day."

**"NEWSLETTER"** Monthly bulletin of the Soaring Society of Dayton. October 2, 1957.

"One bright spot in the day was our visitor from California, Paul Bickle. . . a member of the S.S.D. way back when. He flew the TG-3 on its delivery flight to Dayton in 1947 and the rope was so short (about 80') he was looking down into the cockpit of the tow plane and could almost read the instruments."

Paul flew in the 1-26 and the TG-3 while here and said he still prefers the TG-3 and feels it is keen competition to any sailplane in a contest. I quote the following statement: "The S.S.D. has by far the best organized glider club operating in the country."