

TOLEDO GLIDER CLUB, ADRIAN, MICHIGAN

by JOHN NOWAK

Yep - that's correct, we have moved from Ohio (Toledo Municipal Airport) to Adrian, Michigan.

Don Coleman and his associates from the U. S. Weather Bureau in Toledo noticed that cloud formations, unstable air, etc., were more prevalent in the Adrian area than at our old "home base." Since A. J. Smith and his LO-150 were based at Adrian and were soaring when we were on the ground, the club decided to move en masse to Adrian after the Frankfort, Michigan, contest held over last Labor Day weekend.

With all this soaring under our belts it did not take long to convince a few members, who were skeptical about the extra distance and travel time to Adrian, that it was well worth the effort. So Toledo Glider Club voted to stay at the new base, if a lease could be made available. Our able president, Nelson Bailey, was appointed to negotiate with Adrian Airport Commission and Mr. Beebe, Airport Manager. Lease arrangements were finally concluded and Toledo Glider Club members voted unanimously to make the move permanent.



Photo: Nelson Bailey

Genial John Nowak congratulates Slim Jost in his Schweizer 1-26 at the completion of the first five hour flight at Adrian, Mich., on September 5, 1957

On Sunday, September 8th, operations were started at Adrian and soaring time began to mount — Slim Jost on his first flight soared the 1-26 for 5 hours, 37 minutes for Silver C duration and had a "ball" with eight other ships helping pile up more than 20 hours soaring time that day. This was only a starter for soaring in this area, because in the following two months over 200 hours of soaring were accumulated.

Since then so many things happened so fast it made our heads swim — crowds started to visit the airport, transient pilots from surrounding areas came in asking to be checked out in gliders, others wanted to join the club immediately. Things became so hectic the club had to suspend acceptance of new members until plans could be made to properly handle the additional storage and towing load. So that is

where we stand now, in a process of reorganization for a bigger and better operation during 1958.

Our new hangar is a Quonset building 45 ft. x 150 ft. and is crowded with the following ships:

LO-150 . . .	—Jim (A. J.) Smith
SGU 2-22 . . .	—Toledo Glider Club
SGS 1-23 . . .	—Spud Kohler
SGS 123D . . .	—Dean Svec
SGS 1-26 . . .	—Slim Jost & Nelson Bailey
Briegleb 7 . . .	—Winston Smith
SGS 1-26 . . .	—Chuck Kohls
Alibi . . .	—John Bierens
SGS 1-23 . . .	—Ray Jackson

These sailplanes take up all the space for conveniently handling the ships in and out of the hangar without damage.

Dick Schreder with his German KA-6, and Rudy Mozer with another KA-6, are constant visitors and are required to trailer or fly their ships back to their home bases since the space that appeared to be so abundant is again at a premium. The club's Stearman has already been squeezed into a T-hangar by itself.

Local C.A.P. has been of great help in providing M.P.'s to control crowds and mobile radio equipment for air traffic.

Fred Rex, Assistant Airport Manager and Chairman of Aviation Committee, Chamber of Commerce, is one of our most enthusiastic members. He is a tow plane pilot deluxe and has soloed the 2-22.

Bob Nichols, Charter Plane Service operator, provides a Cessna 172 for tows during week days for soaring. C.A.A. approved service is available by Prentis Aircraft on the field; this helps keep our Stearman in A-1 condition.

Here is a resume of one grand weekend of soaring at Adrian, or perhaps we should call this "Exchange Glider Week."

SATURDAY, OCTOBER 12th

Spud Kohler flew Svec's 1-23D—3½ hours - 4600 ft. alt.

Doc Davis flew Ray Jackson's 1-23—2 hours 35 minutes.

Ray Jackson flew Spud Kohler's 1-23—3 hours 10 minutes.

Loren Glaser flew Chuck Kohl's 1-26—2 hours 10 minutes - 4100 ft.

Slim Jost flew his own 1-26 — and Jim Smith flew his own LO-150 —Also with good flights.

At the end of the day the 7 best

SOARING