

News FROM Clubs AND Members

THE SOUTHERN CALIFORNIA SOARING ASSOCIATION is running its 6th annual meet at Bishop, California, September 4, 5, and 6th.

HUGH COMPTON writes from Juneau, Alaska that he has found a gliding site with excellent possibilities. A large meadow is bordered by a stream fed by the melting of the Herbert Glacier. In summer the temperature frequently reaches 80° F, which results in a marked temperature gradient within a half mile. Large numbers of well developed cumulus are often noted.

THE SCHWEIZERS, all three of them, announced the official opening on May 22nd of their new plant located near the Country Airport.

DR. ALEXANDER KLEMIN writes that Captain Antoine de Saint Exupéry, famous aviator and author of "Sand, Wind and Stars" paid him a visit before sailing for active duty. The talk turned to soaring flight and Captain de Saint Exupéry suggested the use of a rear edge flap or an auxiliary "Flettner" surface or other high lift device. In the case of a quick upward gust the flap could be rapidly depressed and used to gain altitude rapidly. At other times the flap would be in a neutral position so that the airfoil would provide minimum sinking speed.

ALEXANDER SATIN and several others in Los Angeles are working on a standard side-by-side twoplace sailplane similar to Dick Essery's "Baby Bomber." Sash laments "the complete lack of available and fairly well coordinated data. This hobbles glider development, for designers are forced to use the slow and expensive trial and error method." He pleads for "much more research and development work, with the establishment of centers in such institutions like California Tech., Polytechnic Institute of Brooklyn, etc. As you know there is practically no wind tunnel data for sailplanes so that the only way we can prove the quality of our design is through flight tests."

The Soaring Society of America is desirous of building up a body of design data. We have an unusually capable group in our membership ready and willing to do this work. Will the designers with forward vision send in a copy of their pet plans and other data to the Society now?

EUGENE M. ARDELT is now Director of the School of Glider Flight and Construction at the University of Denver. He is setting up glider courses in construction and flight. His most important contribution at the present time is a set of C. A. A. approved plans for a utility composed of a minimum of critical materials and which will, when properly constructed, receive an NC.

KILLBURN E. ADAMS has teamed up with E. H. Rowley to fly the latter's sailplane which Rowley designed and built. They have interested the Tulsa, Oklahoma CAP in sponsoring gliding activity. They also have the use of a Fairchild-24 for airplane tow.

EMIL T. CZERKAS tells about his sad experience in being able to use the Dansville, New York, Airport only on Sundays between 12:30 and 2:00 P.M. "The prevailing wind blows down the airport toward town and I have to leave the thermals as soon as I cross the boundary of the field as the town starts there and regulations forbid flying over the town. I use auto tow with anywhere from 600 to 900 feet of rope on a 4,000 foot runway. I get anywhere from 650 to 700 feet of altitude when I use the 900 ft. rope. I have enclosed a photo of me in my Baby Bowlus named WIKTOR after my dad."

Have you acquired a postal zone number? Let the Society know about it; it will help everyone. When you move, let us know as well—the standard post office form will do.

ELMIRA GET-TOGETHER

Alexis Dawyoff

Taking advantage of the invitation to attend the opening of the new Schweizer Aircraft Corporation plant, Steve and Jinny Bennis, Ted Pfeiffer and myself representing a rather depleted contingent of the Airhoppers, sneaked out of New York City making tracks for the glider capital, Elmira.

Saturday, May 22nd, found us signing our names at the plant's guard house and gazing with ill-concealed awe at the handsome edifice which, from now on, will house the Schweizer enterprises. We were met at the gate by the glider tycoon, Paul Schweizer, and escorted by Emil Lehecka and Parker Leonard, we were ushered into the inner sanctums of the plant. Military secrecy does not permit us to give here the size or description of the factory, all we can say is that it is large, efficient, and excellently equipped. Close to a hundred invited guests were present at the opening ceremony presided over by Paul Schweizer.

After the ceremonies two Schweizer sailplanes were wheeled out to the new County Airport, (the site of the erstwhile American Airlines Airport), adjacent to the new Schweizer plant. A Vultee L-1 sent over from Wright Field and piloted by 1st Lieut. Carl W. Diehl, Jr., with F/O Little as passenger, arrived to do the honors of towing the gliders. The L-1 was equipped for glider pick-up and many of us saw for the first time this interesting method of snatching up a glider on the fly. Fred Tietzel and Taylor (Pips) Boyer of Dick du Pont's All-American Aviation used their skill and experience in giving an excellent exhibition of the pick-up

methods. They alternately flew the gliders and operated the winch device in the tow plane.

The fun lasted until Sunday afternoon and all of us had a chance to go up for a hop. Steve Bennis, Emil Lehecka and Parker Leonard acted as official pilots. Flights were also made by Paul, Ernie and Bill Schweizer. All in all it was with reluctance that we bade goodbye to the hospitable Schweizer crowd, but duty called and we had to be back at our desks on Monday.

BOOK REVIEW

"Plywoods," by Andrew Dick Wood and Thomas Gray Linn, Chemical Publishing Co., 1943. Price \$4.00. A simply written book which gives the reader a complete picture of what plywood is and does.

For the aircraft man with specific plywood applications in mind this book is disappointing. It will be of more interest to manufacturers, architects and dealers in plywood. It is profusely illustrated with photographs of the many varieties of plywood and its applications.

Contents: Development—Physical Properties of Wood and Plywood—The Manufacture of Multi-Ply—Laminboards, Blockboards, Composite Boards, and Specialties—Grading, Testing, Packing and Storing—The Development of Wall Panelling—Application—Appendix.

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