

# Glider Flying Newest Thrilling Sport

## Lindy and His Glider

Flying without an engine is the newest development of aviation, in which the Lone Eagle is making new records. He calls his glider "Anse Lindbergh."



Lindbergh and His Wife Are Both Enthusiasts. Safe as Bicycling, They Say.

### AIRPLANE WITHOUT ENGINE

Glider Soars on Air Currents Like Eagles and Other Large Birds.

By CALEB JOHNSON.

Flying without an engine is the newest and perhaps the most important development in aviation.

Col. Chas. A. Lindbergh's interest in the glider plane, in the use of which both he and his young wife have become expert, has attracted the attention of the whole world to the possibility that we may all fly safely, as the big birds fly.

The glider is in effect an airplane without an engine. It is very much simpler than an airplane, both in construction and operation. It costs very little and anyone can learn to operate it in a very short time. It cannot fly as fast as the airplane, to be sure, but on the other hand, it does not land at such a high speed. Authorities say that it is almost impossible to crash a glider with sufficient force to injure the pilot.

"As safe as bicycling," is the way Hawley Bowlius, holder of the American record for duration of flight in a glider, puts it. Mr. Bowlius, who taught both Col. Lindbergh and Mrs. Lindbergh how to operate gliders, stayed in the air for 9 hours 5 minutes and 27 1/2 seconds. Even that is not the world's glider record, which is held by Lieut. Dinort, a German, with 14 hours, 43 minutes and 25 seconds in the air.

Because the glider is cheap to build and easy to fly, we may look forward to seeing tens of thousands of adventurous boys soaring like birds all over the United States, within a year or two. They will be having a wonderful time, and at the same time they will be mastering the rudiments of aviation in a way which will enable them to qualify as airplane pilots with comparative ease. All they will have to learn will be the operation of the engine.

How can a glider fly without an engine? The same way the soaring birds fly.

A few years ago, out on the gulf of Mexico in a fishing boat, I got my first sight of the largest of all North American birds in flight. These are the frigate birds which, with bodies no larger than a good-sized hen, have wings that spread twelve feet or more from tip to tip.

I watched these birds for hours, lying on my back in the cockpit of the boat and observing them through powerful field glasses. In all of my observations I did not see a single one of them flap its wings. They were not flying, in the sense we usually mean when we speak of a crow or a humming bird flying; they were soaring exactly as Lindbergh's glider soars.

Occasionally I could see one of these birds move its tall feathers a little, up or down, and the course of the bird through the air was altered by this sort of steering. To change its course, a frigate-bird would depress one wing a few degrees and lift the other at the same time. That maneuver would make it circle in a long, graceful curve.

It was mysterious at first, to see these big birds floating aloft hours on end without apparent effort and with no means of support. It was even more mysterious when the fishermen told me that the same birds would float there for weeks at a time without ever going to land. When they were hungry, they would dive, from perhaps a quarter of a mile high, for some unlucky fish which was too near the surface for its own safety, and rise again without more than one or two flaps of their wings. And the fishermen told me the frigate bird never does that in a calm, only when there is a good breeze blowing on the surface of the sea, and it always heads into the wind as it swoops down.

What keeps the frigate bird in the air is the vertical air currents which rise from the warm waters of the Gulf. There is always an upward current

of warm air, always a downward current of cold air. By keeping in these currents the birds can rise or drop at will, and as there is always some height at which a horizontal current, a breeze, can be found, the bird simply rises on a warm current or drops on a cool current until it strikes the wind which is blowing in the direction it wants to go.

And that is all there is to gliding in a glider.

The air currents keeps it in the air. What the operator has to learn is how to steer the glider into the currents of which he wishes to take advantage.

There are always upward currents on the windward sides of a hill. That is one reason why eagles and other soaring land birds live in mountain regions. There are vertical currents over any level ground that is exposed to the sun. In fact, there are very few places where there are not vertical currents. In dead calm, however, the glider is at a disadvantage. It takes a horizontal current to get the machine into the air and to keep it there for any length of time.

The development of the glider is a return to the very first efforts of man to fly. For years after the first successful flight attention was centered chiefly on the engines. You can fly your dining-room table if you have an engine powerful enough. In the war, high speed and agility in the air were necessary and the most powerful engines were none too powerful. Since the war more attention has been given to the design of the plane itself until a wing-type was developed which has great inherent lifting power, and will rise and float on the slightest of wind currents.

Like the frigate bird, the glider has an enormous wing spread in proportion to its body. Lindy's glider is 60 feet from tip to tip, and would be overloaded with more than one passenger. Like the soaring birds, which are, so to speak, "under-engineed," the glider has some difficulty in getting off the ground. Anyone who has ever seen a turkey-buzzard trying to rise from the ground knows how difficult it is. One reason the great soaring birds nest in tall trees or on high cliffs is so that they can launch themselves downward and utilize the force of gravity to get up flying speed.

Where there is no hill from which to launch a glider it must be catapulted in the air. Most American glider enthusiasts use an elastic rope which is pulled by a few friendly hands until it is well stretched. Then the rope holding the tail of the glider is cut or cast off and the machine rises into the wind.

Once in the air, the speed of the glider horizontally depends entirely upon the wind speed. By maneuvering the machine up or down the experienced glider can often find wind currents which will carry him in any direction in which he may want to fly. There are but two controls to learn, the horizontal rudder and the vertical rudder. There is but one precaution which the operator has to take. That

### MANY POWER PLANTS CEASE OPERATIONS

More municipal power plants have gone out of business in the last four years than came into business in the preceding eight, The Business Week notes. This is from a preliminary report by Professor Herbert B. Dorau, of Northwestern University's School of Commerce on a survey of changes in the character and extent of municipal ownership in the American electric light and power industry.

At the close of 1882, birth-year of the industry, there were four municipally owned electric light plants in this country. Their number steadily increased, touching the highest point 3,066 in 1923, then dropping sharply to 2,320 in 1927. The semi-annual supplement to "Government Ownership and Operation and the Electric Light and Power Industry" issued by the National Electric Light Association amplifies the story by recording 1,440 cities and towns where municipal operation has disappeared.

Professor Dorau says an explanation must cover legal, political, technological and economic factors; also changes in popular feeling about government conduct of essential services.

is, not to rise at too sharp an angle against the wind, which might turn his machine over on its back, as a motorcycle sometimes turns over backward in climbing a steep grade.

In any other position, Col. Lindbergh and other glider experts say, the glider is safe as any other form of transportation, much safer than an automobile on the highway. It is impossible for it to land at a speed high enough to crash, and it will stop with in fifteen feet after touching the ground. The shape of the wings insures a horizontal landing.

Some glider enthusiasts have begun putting light little engines, of twenty horsepower or so, into their gliders. It is hard to draw the line between a power glider and a light airplane. But the glider without an engine furnishes not only extremely valuable practical training for flying any kind of a plane, but one of the most thrilling sports yet discovered.

### MAN'S FACE INJURED IN PLOWING ACCIDENT

S. H. Shields, of Camp Creek, received a badly cut lip Monday morning as the result of an accident while plowing. Shields was sitting on the plow and had the reins tied about his shoulders as one usually does when plowing or doing any other kind of driving where one must also use his hands, when the plow struck a large root and the horses broke the whiplashes, dragging Shields over the plow.

He was brought to Springfield immediately where his injuries, which are not serious, were dressed.

### BIRTHDAY DINNER GIVEN FOR MRS. SNODGRESS

Several Springfield people were entertained at a birthday dinner given at the home of Mr. and Mrs. A. M. Snodgrass at Shedd last Sunday in honor of Mrs. Riley Snodgrass' forty-eighth birthday.

Those present at the dinner were Mr. and Mrs. Riley Snodgrass, Maxine Snodgrass, D. W. Roof, and Mr. and Mrs. William Curtis, all of Springfield; Mrs. Lee Hayes, and her daughter, Doris, and son Kenneth, and George Snodgrass, all of Brownsville; Miss Marie Johnson, Shedd; Uriel Corbin, Corvallis; Kenneth DeLassus, Cottage Grove; and Mr. and Mrs. A. M. Snodgrass and their two sons, Jack and Merle.

Spend Sunday at Corvallis — Mr. and Mrs. Arthur Peterson and Mr. and Mrs. A. L. Townsend spent Sunday at Corvallis at the home of Mr. and Mrs. Bill Darling.

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### TOWNSPEOPLE PLEASSED OVER RECENT VISIT OF "THE RED SHADOW"

"The Red Shadow" visited Springfield last Friday night at the high school, and one of the largest audiences gathered at the high school for a program this year was well pleased with the work of the students in preparing and presenting the second of the Laughteresque programs for the year.

Approximately seventy-five dollars was taken in from the sale of tickets and a large amount of this will be left for the student body treasury after expenses have been paid.

"The Red Shadow" is a mystery play written by students of the high school, and the entire plot centers about the identity of the Red Shadow and a love affair which he is carrying on with an unsuspecting girl.

The leading parts were played by Paul Frese, Daisy Tomseth, Darman Chase, Jack Hulett, and Paul Smith.

Members of the chorus were Geraldine Wilkinson, Doris Chase, Angeline Severson, Evelyn Lloyd, Emma Trinka, Junia May, Ella Irvin, Lela Squires, Irene Jitner, and Janet Boyd. Those seen in the Wedding of the Painted Doll act were Faye Parsons, Janet McPherson, Mary Hadley, Irene Manley, Barbara Adams, Kathryn Jack, Jean Scott, Hazel Sheiby, Dorothy Fisher, Dorothy Rawlins, Iris Cooper, Enid Travis, Betty Anderson and Revel Sumner.

This was the second of the two Laughteresque programs to be presented by the students of the high school, being given by the students in the junior and sophomore classes. The first program was presented a month ago by the senior and freshman groups.

Miss Lucille Holman and Miss Clara Wagner are the advisors for the junior and sophomore classes and were advisors for the Friday program.

From Monmouth—Mrs. Guy Day, of Monmouth, is visiting in Springfield this week.

From Portland—Mr. and Mrs. Fred Lemley arrived Saturday to be guests with their respective parents, Mrs. Vina McLean and Mr. and Mrs. John Richter. Mr. Lemley left for Portland Sunday afternoon but Mrs. Lemley will stay until Saturday. Mrs. McLean will return to Portland with her.

Daughter is Born — Mr. and Mrs. Walter Goslar are the parents of a daughter born to them at the Pacific Christian hospital in Eugene on Saturday morning, March 29, 1930. Neda Irene is the name which has been chosen for the new arrival.

Dismissed from Hospital—Mrs. W. B. Scott, of Winberry, was dismissed Friday from the Pacific Christian hospital.

Cottage Grove People Here—Mrs. Earl Hill, Miss Evelyn Veach and Kenneth DeLassus visited at the home of Mr. and Mrs. Riley Snodgrass Friday evening.

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