

club requiring at least associate membership in SSA. With this kind of support, SSA will have the strength to serve you better.

Les Arnold reports on the activities of the Northern California Soaring Association at Hummingbird Haven. Les now has a Super Cub tow plane that tows single seaters at 500 to 600 fpm and two seaters at 400 fpm. He also has a 1-26 available for rent to qualified pilots.

One of the students at Hummingbird Haven, age 13½ years, is doing very well after only 10 flights. He could solo soon but will have to wait for his 14th birthday.



Photo: Les Arnold

Les Arnold's Christmas card picture shows the equipment he operates commercially at Hummingbird Haven, Livermore, Calif.; a Schweizer 1-26, an auxiliary powered Nelson Hummingbird, a Schweizer TG-3A and a Super Cub towplane.

Dean Reynolds (just re-elected Chairman of the Seattle Glider Council) concludes a brief description in "Towline" of a modest X-C made last September with a paragraph which is good for all soaring pilots to keep in mind this time of the year. "A small enough accomplishment, but it is the small accomplishments, these hours spent under the open sky, that make the long winter months of preparation all worthwhile. Half the fun is in the remembering and retelling. The flight itself is short, but the memory is there as long as we treasure it. The rest is looking forward to next year, when 'Things will be different.' Distances will be longer, the weather is bound to improve, and maybe there will be a new golden gleam on a lapel . . ."

For your information, the Seattle Glider Council is not a glider club as such with flying equipment available for members. Its purpose is to act on behalf of the individual mem-

bers in matters of flying sites, towing problems, dealing with the CAA and other controlling bodies and similar functions. The Council holds monthly meetings, publishes "Towline" monthly, owns and operates towing equipment, administers several annual soaring awards and conducts an annual soaring meet at Wenatchee. There are several very active soaring clubs in the area. For example, the Boeing Club flew 870 training flights in their TG-3 from November, 1957, to October, 1958, for flight time of 70:56. The Cascade Soaring Society put 770 flights on their 2-22 for flying time of 98:22 and 42 flights on two L-K's

for combined flight time of 70 hours.

More statistics indicate that Rudi Allemann and his 1-26 are high fliers in the Northwest with 160 flights during this one year period for a flight time of 182:14. Bob Moore had 60 flights for time of 103:44. Ed McClanahan flew 82 hours in 80 flights and Paul Pallmer 84½ hours in 85 flights in the 1-26 which they co-own. Six pilots earned private glider ratings and six earned commercial ratings.

SGC Awards for 1958 are summarized as follows: Boeing Altitude Trophy to Bob Moore for his flight from ridge level at 3000 feet to 22,700 feet in his 1-21 at Wenatchee. Ellensburg Duration Plaque to Paul Pallmer for a flight of 8:01 completing his Gold C triangle and Diamond C goal flight. Arnold Carson Memorial Distance Award to Bob Fisher for a goal and return flight of 273 miles (incomplete by 5 miles). Northwest Aircraft Safety

Award to Ken Deckman for demonstrating and teaching flight safety to the Air Scouts in his charge. Youth Achievement Award to Air Scout Foley for his flight proficiency in soloing and his accumulated mileage retrieving. Fred Simson Trophy to Paul Pallmer for the best performance by an American pilot at the Wenatchee Labor Day Meet. Clodbuster Certificates (pilots landing off the airport on a local flight) to Rudi Allemann, Townsend, Francis Vailancourt, Wally Goldfarb, Guy Coe, Bob Chase, Ed Warde, and Willi Schoelhorn. Knight of Open Field Certificates (landings other than at an airport on a X-C flight) to Bob Kruse, Yowland Gilbert, Ken Deckman and Bob Fisher. The Intergranular Corrosion Award to Bob Moore with deepest sympathy for his problems in getting a new license on an old experimental sailplane.

Still further West, news has arrived from Hawaii of the formation of the Hawaii Soaring Club with Woody Brown as President. Plans call for the operation of Pratt-Reads from Kailua Sky Ranch on Oahu with Kipapa Field as a secondary base of operations. We are glad to hear these beautiful islands which have in the past been the site of some interesting soaring flights will once again be the scene of soaring activity.

(Editor's Note: Please send contributions and comments for "Club News" to Bertha M. Ryan, 2659 Centinela Ave., Santa Monica, California, before March 1, 1959, for inclusion in the next issue. Anything you send will be greatly appreciated.)

### CORRECTION, PLEASE

In the Nov.-Dec., 1958, issue of SOARING on page 2 where Dave McNay briefly describes the method of calculation for his 1-26 flight tests, the sentence "The indicated sinking speed was then divided by the square root of the density ratio to obtain sea level rate of sink." should read "The indicated sinking speed was then multiplied by the square root of the density ratio (density at altitude divided by sea level density) to obtain sea level rate of sink." The data given is correct but in his calculations, Dave used the inverse of the normal density ratio. (The normal ratio is given above in parentheses.)