

CLUB NEWS

Edited by NIKKI DELP

Contributions to "Club News" should be sent to Nikki Delp, 5545 Rab St., La Mesa, Calif., before the 10th of each month for inclusion in the following month's issue. Clubs and associations are requested to send their newsletters and other publications to Nikki Delp, also. Photographs are welcome.

The Albemarle Soaring Club

A new group known as the Albemarle Soaring Club is starting operations this spring at Charlottesville-Albemarle Airport, Charlottesville, Virginia. The Club members, about 5, bought two L-K's in November of 1958 and spent the winter, spring and summer rebuilding one of them. The Club could use another left wing for rebuilding the second L-K.

In September of 1959 the Club made 12 auto-tows for testing purposes which proved successful. Next problem was a tow hitch for a Waco UPF-7 towplane loaned by a private owner. This was solved by working from an approved drawing, but with some modifications. Finally in March of 1960 a beautiful weekend came and 10 aero-tows were made. The longest flight lasted 1 hour and 1 minute.

All of the long hours and hard work put in by the members was now paid for in full, with interest, as the L-K sailed in the clear sky with a background of snow covered Blue Ridge Mountains to the west.

On this weekend many new faces were introduced to the growing soaring movement in the U.S.A. The press photographers and TV camera-

men were there on Sunday. Yours truly was doing his little part by passing out to interested parties the SSA pamphlet, "Soaring . . . the S.S.A., . . . and YOU."

WARREN E. WOOD

Arizona Soaring Association

The big news in the ASA this month is, of course, John Ryan's Diamond C altitude flight at Bishop. On tow to 11,100 feet ASL, John released below the edge of the roll cloud and wound up at 35,100 feet. As this gave him the necessary altitude gain to complete his Diamond, he pulled spoilers and came down to complete a successful first attempt at Diamond altitude. Congratulations!

The ASA is currently attempting to develop a ridge soaring site near the small community of Yarnell, Arizona. Talks are progressing with the Yarnell Chamber of Commerce with a boost given to the project by Jim Vercellino, Arizona State Aviation Director.

Chicagoland Glider Council

The thirty-five soaring enthusiasts that turned out for the last meeting in Des Plaines had an opportunity to see a display of interesting planes. On view were a Cherokee II, a newly refinished Kirby Kite and a home-built power biplane (called Low Tow by its builder, Charley Flaglor) that will soon make its test flight.

With the beginning of the soaring season in the midwest, the Albatross Soaring group was the first in the air. They have been making winch tows for the past several weekends.

The Albemarle Soaring Club charter members and their refurbished L-K. L to R: Dr. Zippe, instructor; Don Reid, president; Hans Gerstl, founder; and Warren Hall and Buddy Lewis, tow pilots.

Photo: Warren E. Wood



and are the newest club in the CGC.

The Windy City Hawks are now pressing toward completion of the recovering of their 2-22 fuselage. With the improving flying weather the group is anxiously hoping to have the plane in the air in a few weeks.

Douglas Soaring Club, Inc. A Chapter of SSA

Chuck Kirschner of the DSC soloed in April under rather harrowing circumstances. While on the downwind leg of his first solo, another sailplane entered the pattern low, made a close-in approach, cut his downwind and base leg short and landed. In spite of an incident that might have upset a much more experienced pilot, Chuck calmly gauged his landing and made a perfect roll right to the spot he had chosen.

Although there is a waiting list, the Board of the DSC has decided to limit membership to 30 in order to have sailplane time available for all members. An active group, the club sent 5 members to the first weekend of the Bishop Wave Soaring Expedition. By Sunday afternoon, flights of 25 and 30 thousand feet were being attained.

The Douglas Aircraft Technical Libraries are the richer for the club's being an SSA Chapter. The *Soaring* magazines that the group receives are being donated to Douglas. Perhaps we can gain a few more soaring enthusiasts from the publicity thus created.

Mid-Georgia Soaring Ass'n. A Chapter of SSA

After suffering slight damage in an altercation with a runway light, the MSA L-K is back in flying condition. The next project that the club plans to undertake is conversion of the towplane to 115 HP. Parts have already been obtained and work should begin upon completion of the 1-26. The 1-26, with specially shaped fiberglass nose and turtle deck is expected to be flying sometime in May.

Along with many clubs, the MSA suffers from an insufficient number of towpilots, but seems to be solving the problem by scheduling towpilots in advance.

Midwestern Soaring Assn., Inc. A Chapter of SSA

The MSA held its elections April 5th, and Al Brick was elected to succeed Gus Choliassen as President. Other new officers are; Walter Bray,