

CLUB NEWS

Edited by NIKKI DELP

Contributions to "Club News" should be sent to Nikki Delp, 4531 36th St., San Diego 16, Calif., by 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.

Blue Ridge Soaring Society, Inc. Roanoke County, Virginia A Chapter of SSA

Our new winch is complete and in operation. Sixty-two tows during April have proven the project a success. Average tows with our 2-22 are about 2,000 feet. The maximum so far is 2,400 feet!

Plans for the Second Annual South-eastern Soaring Camp to be held the first week in July are continuing to progress. We are looking forward to sharing our splendid facilities at Dublin, Virginia, with the many enthusiasts who attend.

In addition to our nearby "ridge," there are numerous airports to the east which should offer excellent goals for cross-country flying. Wave conditions are not uncommon, and there will be many opportunities during the camp to accomplish the various badge legs.

LANIER FRANTZ

Central Ind. Soaring Society 2304 Lake Drive Anderson, Indiana A Chapter of SSA

In answer to the Soaring Society of Boulder's request for a source of armored cable for winches and auto towing published in the April "Club News," CISS announces that it has such cable for sale. It is 1/8-inch O.D., has 19 strands and tests 2000 pounds. Splicing is best effected

The Inyo-Mono Soaring Association's Schweizer TG-2 sailplane soaring over the Owens River near Bishop, Calif.



with nicopress sleeves and swedging tools. CISS will splice to the ends any hardware supplied by the buyer. Orders must be prepaid at following prices, packaged for freight F.O.B. Anderson: One piece from 4,000 to 6,000 ft. at \$35/1,000 ft.; 2,000-ft. or longer pieces spliced to desired length at \$30/1,000 ft.; 1,000-ft. or longer pieces spliced to desired length at \$25/1,000 ft.; and 500-ft. or longer pieces spliced to desired length at \$20/1,000 ft.

C. E. WALKER

Columbia Soaring Club, Inc. Columbia, South Carolina A Chapter of SSA

(Continued from last month)

Here in South Carolina we have found excellent soaring conditions this spring with cloud base ranging from 2500 to 8000 ft. Cloud streets are common right after cold fronts pass and we all expect to get our Silver badges in the next few weeks. Morris Kline's 1-26 has been out since late November, but just recently sporting a new CG tow hook, has been racking up the hours. Our latest club meeting was peppered with conversation about getting the 2-22 up and away, and under consideration is a trophy or cash prize for the first member to fulfill all requirements for the Silver badge in the 2-22.

We are using a 1955 Buick Century stripped down somewhat for auto towing. This same car eventually is to have a winch mounted on the rear. Most of the parts are built but the success of the auto towing is such that we haven't been pushing this project.

We strongly feel that flights of over 100 miles in this area are to be expected momentarily. A little organization is about all that is needed with some of the weather we have had lately. We feel soaring off auto tow is a real challenge, and one we accept and have been successful with. South Carolina is perfect thermal soaring country. Maybe not like we understand Texas is, but really quite satisfactory. Under our clouds we get as much as 15-20 ft./sec. Morris Kline went from 400 to 7000 ft. in less than 10 minutes last week. This isn't an every day condition, but does indicate what can and does happen.

T. I. WESTON

Inyo-Mono Soaring Assn., Inc. Bishop, Calif. A Chapter of SSA

We regret to inform soaring people that SSA Life Member George Deibert is in Bishop hospital. Many people know George for his fine hospitality and furthering of soaring in the Bishop area.

On April 4th, the Inyo-Mono Soaring Assn., Inc., had a fine day with FAA inspector Eugene Gull in obtaining Private glider ratings for Wilma Muth and airport manager Leonard Durbin, while Stephen Lukacik and Charles Seybert obtained Commercial glider ratings and Walter Lockhart obtained his Limited Flight Instructor Certificate.

The IMSA is now beginning to grow and has just acquired two new members

and prospects for more. We have hopes that soaring people will stop in and visit us when they happen to be in Bishop, and preferably bring their ships and enjoy our fine soaring. I am sorry to say we are not equipped to tow gliders into the wave, as the J-3 Cub with 115 HP just isn't enough, nor is our TG-2 the type of glider to fly a wave. We just have to sit on the ground and look at the beautiful waves such as we had on April 7th, and know that more will come.

During the middle of March, member Walter Lockhart visited for one weekend with the China Lake Soaring Club and was the guest of president Charles Drew. He reports that Mr. Drew's hospitality is unsurpassed and the club quite active and ambitious. Mr. Drew demonstrated one hour's weak thermal soaring for Mr. Lockhart and the next day Roland Van Huen demonstrated ridge soaring on the Sierra mountains with an east wind, giving Lockhart two hours pleasure riding on the very beautiful ridge.

North Georgia Soaring Society Atlanta, Georgia A Chapter of SSA

During the windy months of March and April the operations of the North Georgia Soaring Society were moved to Andrews in the western, mountainous part of North Carolina. Not only ridge and thermal soaring were found at this superlative site, but some wave conditions were also noted with one flight above 10,000 feet. Ridge soaring conditions provided the lift necessary for one five hour plus flight by John Wallace and a combination of ridge and thermal soaring sustained Duane Eisenbeiss for more than six hours. Shorter, but equally interesting flights were no rarity. Although there were a couple of minor mishaps the expedition was unanimously acclaimed a success, in spite of the distance (more than 100 miles) from Atlanta. Five sailplanes were in fairly regular use at Andrews. They were: Lin Bachtell's 1-26 and 1-23, Mid-Georgia Soaring Association's L-K, John Wallace's L-K and Walter Fuller's Ka-6.

NOGASS's operation has now returned to the relative serenity of operations at Parkaire, the regular home base. This "serenity" was recently shattered by several flights above 7000 ft. in relatively "flat" country around Parkaire, in the club's 2-22 to boot.

Another sailplane is about to be added to the club's stable. Herb Muncy and Duane Eisenbeiss are now part owners in a Pratt-Read which is in the process of being made flight worthy.

JOHN WALLACE

Tarheel Soaring Club, Inc. 4326 Duke Station Durham, North Carolina A Chapter of SSA

The 1962 South Atlantic Spring Round-up sponsored by TSC on the week end of May 5-6th at the Burlington, N.C., Municipal Airport was a resounding success. Enthusiasts from six states attended with a total of 11 sailplanes and three tugs. Soaring was excellent with cloudbases above 9000 ft. both days and lift of over 600 fpm was utilized to good advantage. Ed Byars made a 6:40-hr. local flight;