

News FROM Clubs AND Members

WYOMING POSSIBILITY

My wife and I recently completed a trip to the West Coast. We visited Joe Steinhauser in Chicago, Amos Wood in Seattle and the Brieglebs and Saudeks in Los Angeles.

We towed Bill Rodenberg's 2-22 from Elmira to Salt Lake City where he met us. We were tempted to try the soaring at some of the wonderful natural sites along the way.

I would like to know if anyone has soared the eastern or western slopes of the Big Horn Range in Wyoming.

Had a swell trip and would like to repeat it with more time out for soaring. I am now working for Kaman Aircraft Co. on helicopter development. —PAUL NISSEN, Box 531, Windsor Locks, Conn.

CALIF. COMMENT

One correction for the "Soaring Vacation" article in the November-December issue of SOARING should be cited. Gus Briegleb does not have any variometers in any of his ships although many of the other West Coast soaring people consider them indispensable. Just a plain ordinary 0-2,000 f/m rate of climb, with all its faults! The lag in these instruments is so great that the sensitive altimeter gives a more reliable indication of rate of climb, as well as

giving elevation displacement.

We've been doing a bit of cliff soaring at Torrey Pines on weekends and have had a few good days though no one has been able to leave the cliff area. (It takes exceptional conditions for this.) Members of our group are busy with plans for the Third Annual Meet which will take place at the end of February and which should be the most successful thus far, at least in point of sailplane participation, and of course we probably draw a larger crowd (more than 10,000 in two days) than any other meet anywhere.

SOARING magazine has greatly improved in content and style in the past year. The Sept.-Oct. issue with that wonderful Harland Ross article and the very good article on the "1-23," plus a pertinent editorial, was a stand-out. Nice going.—BILL IVANS, 242 Prospect St., La Jolla, Calif.

BOUQUET

The quality of SOARING, always good, is now improving with each issue. Congratulations. Also it is pleasing to see that you are being successful in the very tough job of bringing the magazine up to date. I know what a rugged deal it is.—Don BROCKHURST, 1940 South Law St., Allentown, Pa.

JACKSONVILLE, FLORIDA

We have a small club going now with a Pratt-Read sailplane and a Stearman for aero tows. Thermals here are very strong most of the year. Flights of two to three hours and up to 4000 to 7000 feet are common and can be made nearly any week-end.

Guy Storer and the Brownings are located about 40 miles from us at Keystone Heights. They have an L-K there and also a 2-22.—E. H. BUTTS.

SAN FRANCISCO NEWS

We now have nine sailplanes at Warm Springs Airport, most of them privately owned, including a Super Albatross owned by Earl Menefee, a Baby Bowlus owned by Bob Penn, Bob Klemendson's Pratt-Read, and the Ames Soaring Club's Schweizer TG-3. John and Betty Loufek are in the process of reworking their L-K. Les Arnold is cleaning up a Schweizer TG-3 and the Ames Soaring Club is preparing a Macmillan Cadet for relicensing.

I am giving instruction on weekends in a Schweizer TG-3, which is also used for rental. We are using a Meyers OTW-160 for a tow plane, which, incidentally, outtows a Stearman.

We had quite a wind storm in November which took half the hangar roof with it and damaged several ships. We are still digging out. However, the damage was small considering the velocity of the wind. We now know what the local gentry mean when they speak of "Northers."

Recently we have seen some excellent lenticular indication of wave motion, but they are East of our field, over the Mt. Hamilton range, in pretty rough country for soaring. However, a couple of the boys are thinking of taking a shot at them soon. Most of our soaring off the field has been ridge and thermal.

Mission Peak, the old stand-by, is two miles North of the field which makes it an easy run home in case the soaring gives out. Much of our thermal work so far has been at low altitudes because the cloud base often forms between three and four thousand feet. We have utilized cloud streets several times to fly across San Francisco Bay and back, our location being on the East side of the Bay directly opposite Moffett Field.

We feel that the soaring possibilities of this area have been by no means thoroughly investigated. We may have more on that later as we are expecting our good soaring to begin soon. RALPH D. SALISBURY, Warm Springs Airport, Warm Springs, Calif.

TOWED LIAISON

The latest light aircraft of the Air Force's rescue service, the L-13, is capable of operating on its own or being towed in the air into a search area.

INTERNATIONAL STANDINGS

Place	Pilot	Country	Sailplane	Score	Places in Daily Competitions								
1	P. A. Persson	Sweden	Weihe	27086	2	4	25	4	16	1	2		
2	M. Schachenmann	Swtz.	Air 100	26258	15	11	3	1	1	2	1		
3	A. Kuhn	Swtz.	Moswey 3	25970	5	6	7	2	3	3	3		
4	A. Magnusson	Sweden	Weihe	22319	7	3	10	10	2	7	10		
5	T. Ara	Spain	Weihe	22169	8	13	5	7	5	4	5		
6	H. Lambert	France	Air 100	21111	1	1	14	24	21	9	9		
7	R. Fontailles	France	Nord 2000	18428	11	7	19	17	8	8	17		
8	S. Maurer	Swtz.	Moswey 3	18034	16	2	1	15	12	6	12		
9	A. Valette	France	Air 100	18031	12	22	4	6	4	5	16		
10	Ph. Wills	G. B.	Gull 4	17811	13	17	8	16	7	13	3		
11	J. Haltiala	Finland	WLM 1	17758	4	16	11	11	9	12	7		
12	G. Jucz	Spain	Kranich	16407	4	9	15	18	6	22	—		
13	L. Nottoghem	France	Air 100	16303	14	10	2	9	13	11	8		
14	L. Welch	G. B.	Olympia	15664	3	15	18	8	22	21	6		
15	R. Isler	Swtz.	WLM 1	14239	6	21	6	20	18	20	5		
16	R. Branciard	France	Air 100	14178	13	12	24	19	14	18	13		
17	R. Forbes	G. B.	Weihe	14107	9	19	13	14	10	13	13		
18	K. Ruckstuhl	Swtz.	Moswey 3	14083	12	14	20	12	17	19	15		
19	Ch. Lethore	France	Nord 2000	12950	9	21	17	3	19	16	14		
20	K. Fahrlander	Swtz.	WLM 1	12753	13	5	9	13	24	20	11		
21	P. Malette	G. B.	Weihe	12153	7	20	12	14	23	15	14		
22	H. Temmes	Finland	Meise	10978	10	24	22	22	15	17	—		
23	P. Sevillano	Spain	Weihe	10569	12	21	16	23	25	14	—		
	+ Ch. Nicholson	G. B.	Gull 4	13251	6	18	23	5	20	—	—		
	+ L. Greig	G. B.	Olympia	12077	6	23	21	21	11	—	—		
	H. Kamil	Egypt	Air 100	9272	17	19	26	9	26	10	4		
	Padova	Italy	Arcore	1225	19	25	27	25	—	—	—		
	Kasprzyk	Poland		4721	18	8	—	—	—	—	—		