

# CLUB NEWS

Contributions to "Club News" should be sent to B. M. Ryan, 2659 Centinela Ave., Santa Monica, Calif., before the first of each month for inclusion in the following month's issue. Clubs and associations are requested to send their newsletters and other publications to B. M. Ryan, also. Photographs are welcome.

## **Aeronautical Engineering Society, Inc., M.I.T. Glider Club A Chapter of SSA**

The AES, now operating at Orange, Mass., has started the year well with about 150 car tows with the 2-22. A good percentage of these have developed into soaring flights with heights up to 5000 feet. Thermal conditions around the airport seem to be excellent. Jacque Istel of Parachutes, Inc., has a towplane available at the airport.

The serious bottleneck at present is instruction; a number of instructors dropped out for lack of time. The club would be glad to hear from anyone in New England or New York State who is willing to instruct at Orange on occasional weekends. Honorary club membership goes with it, naturally. Write to MIT Glider Club, Aeronautical Engineering Department, MIT, — Cambridge, Mass.

## **Arizona Soaring Association**

Two new ships have recently been added to the Arizona soaring contingent. The first is a German immigrant which arrived early in June and was announced with pride by Marcel Godinat. As a result of the long journey, certain adjustments had to be made before Marcel's new companion could enter into the activities of the Club. It has been reported that these have been accomplished and very soon formal introductions will be made. The new addition is an LO-150.

In mid-June, another aircraft was added to the flight line, a Waco UPF-7. This aircraft has been modified so that it is now equipped with a 300 HP Lycoming and a Hamilton Standard constant speed prop. With this combination it will go upstairs at about one thousand feet a minute at sixty-five mph. An order has been placed for a tow hook and flights can begin as soon as it is installed.

## **Delaware Valley Soaring and Power Pilots Association**

This non-profit organization has as one of its main purposes the acquainting of power pilots with SSA and the sport of soaring. Although the group owns no equipment, members fly the commercially available Schweizer 2-22C operated by John Van Sant at the Doylestown, Pa., Airport and the 2-22C and 1-26 operated by Clarence Stein at Reading, Pa. A group the members plan to purchase a 1-26 in the near future. They are most eager to awaken an interest in soaring amongst the many power pilots in the eastern Pennsylvania area. Newcomers will find members of this Association helpful in getting a start in soaring at either Doylestown or Reading.

## **Mid-Atlantic Soaring Association, Inc.**

Guest of Honor at one of the recent club meetings was Ben Cohen, a Regional SSA Director for that area. Ben gave a report on the SSA Director's meeting and answered the barrage of questions from MASA members. The visit gave the club members an opportunity to learn more of the workings of SSA and gave Ben a chance to learn something of his constituent's opinions.

The first Maryland State Soaring Record was made on Saturday, May 16th, by Bob Pfeiff flying locally at Westminster, Md. The pilot report is as follows: "Take-off by aero tow was made at 1503 EDST. Soaring conditions had been variable all day and only a local flight was intended. The wind was westerly at 15-20 knots and it soon became obvious that it would be necessary to drift downwind in order to stay airborne. Lift was widespread but relatively weak, averaging below 300 fpm. Radio communication was lost with the crew before the decision to go cross-country was made, so the primary object was to remain airborne without making too much distance. Most of the flight was made between 3500 and 7000 feet MSL. After approximately 2 hours the decision was made to land at Elkton, Maryland, Airport (Lovett) and landing occurred just 3 hours after take-off after arriving over the airport at about 6000 feet." Thus, Senior and

Open distance records for Maryland were set, of 64 miles.

M-ASA held "Open House" at Westminster on Memorial Day. The weather man gave the pilots a break and the club members turned out in force. In all, 21 flights were made including the first air tow of Nathan Frank's beautiful 1-26.

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

This club had a busy time during the month of May, introducing new people to soaring. Just about every weekend featured visitors at the field. One person, Maurice Hosford, joined up as a life member, took three flights, and qualified for his C pin, all in one day.

On Armed Forces day Lin Bachtell put on a demonstration flight in an air show at Robins Air Force Base. Lamar Thaxton towed Lin with the aero club's T-34. Lin put on quite a show.

Also in May, Howard Kelly, Roe Boeing, and Harold Boroughs took their flight tests for their glider rating. Lin Bachtell took a flight test for his glider examiner's rating.

## **Mississippi State University Glider Club**

The Mississippi Bulletin has a very interesting practice of publishing brief biographies of new members of the club. One of the newest members has a very interesting background and should add a lot to the club. He is Dezso Gyorgyfalvy (Dez) who comes from Hungary, where he flew sailplanes from the age of 15 through college. He is now with the Aero Physics Department doing flight performance testing and instrument work. One of his projects is evaluating the performance tests on the Phoenix sailplane.

The club may be in line for the award of Most Active Club in the country at the end of this year. Since March 1 they have made 1061 tows — most of them in the 1-19. That takes a lot of work!

## **New England Soaring Ass'n.**

The Maine contingent of the NESAs has been doing some fabulous soaring. Chuck Kerr's 1-23B, Leo Bouffard's 1-26, and Tommy Belange's 1-19 have been active every weekend except that of May 30. The previous week Leo had soared on a secondary (or possibly a tertiary) wave off the White Mountains, to an altitude of 13,200 feet. Although he was still climbing at 3000 fpm, the lack of oxygen and suitable cloth-