

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 MIT Glider Club is now operating their 2-22 out of the airport at Orange, Mass. This airport is ideal as it has three paved runways and not too much traffic. The club uses auto tow, mostly with a 1949 Ford. The field is also used extensively by parachutists and the airport manager is one of the outstanding jumpers in the country. This proximity of the two sports has led to some mingling of interests and exchange of members between the two activities. Among the parachutists who have joined the AES is the airport manager.

The club has established a non-flying membership at half price for students who want to join the organization to learn something about flying from the ground and then begin flying later when they have saved up the rest of the yearly dues. Plans for the future include a 1-26 but this may be a little while off.

Antelope Valley Soaring Club A Chapter of SSA

The club president, Bob Gravance, towed the club 1-26 with Paul LaFrenier flying from El Mirage Field to the official opening of Fox Field near Lancaster, California. Briegleb Aircraft was most kind in providing their T-Craft towplane for the entire day. The club 1-26 was fortunate enough to be the first official aircraft to land at this fine new airport immediately following invocation services.

The Bikle's, Paul, Anne, and Alan with the help of Ed Robinett, Jim Moeller, Joe Spillers, Art Williams, John Krey, Larry Cavell and Gable Ray, were on hand to set up a fine display and answer hundreds of questions on soaring and the two displayed sailplanes. Paul Bikle gave a fine flight demonstration with his 1-23E in the afternoon and performed precision paper cutting and

a low, hi-speed pass for a most appreciative audience, then turned in and made a smooth touchdown and stop.

The club weather dean, Tom Johnson, hit the good weather and light airs forecast right on the money for one of the most beautiful fall days so far. (The next weekend at El Mirage was even better, however, when a mild wind created an interesting and very smooth wave with altitudes up to 10,000 feet. The best lift was between the field and a small hill that seemed to be causing the intriguing wave.)

Arizona Soaring Association

Several earnest scientific types are getting ready to prove something which has tickled the fancies of soaring pilots in Arizona since Lewin Barringer made his earliest flights back in the 30's. There are several sources of standing waves in Arizona and one of the most accessible lies in what might be called the Arizona Soaring Pilot's Golden Triangle - PRC-Seligman-FLG. A P-R, which is being used as the basic tool, has been changed into a single-seater in order to accommodate all the equipment which is essential to the success of the flight and the safety of the pilot. The canopy has been doubled with dead air space between the two panes to provide for clear viewing. All flight instruments have been duplicated. The electrical system is run off a nickel-cadmium battery to insure operation at all temperatures as well as long life. Oxygen is provided for five hours.

There is reason to believe that these flights will easily penetrate the altitudes above twenty-five thousand feet, and for this reason a visit to the Airways Traffic Control Center was undertaken. Although the air space over Arizona is pretty well spoken for, there are ways and means of accomplishing these high altitude flights in cooperation with the ATC Center. Suffice it to say, that cooperating with them will remove quite a few question marks for the operation.

The planned flights will be undertaken in the very near future. The months of high winds and low altitude jet-stream activity are here. It is to be hoped that the work that is being undertaken will result in significant success. There are many areas of research which can be un-

dertaken in Arizona. That the Arizona Soaring Association has produced men willing to undertake some of these enterprises purely for the adventure and scientific fun of it should make all SSA proud.

Central Texas Glider Council A Chapter of SSA

The Student Training Season . . . Off to a good start! Two out of seven recent weekends rained out. On one of the Sundays the 1-19 was on the starting line at 8:00 am and was in constant use until about 1:30 pm. Malcom Burgess turns out to be quite a remarkable fellow. First student there that day, he helped get the ship on the line, took eleven skims, returned to Austin for church services (and incidentally was installed as one of the student deacons) and made it back up to Georgetown for some more time in the 1-19 that same afternoon! Malcom had the early morning calm for his initiation into the peculiarities of skim-flying. His pal, Willard Johnson, got his start just a little later, as a gusty cross wind from the southwest was gaining velocity. This being his first attempt at this sort of thing, Willard found himself very busy just keeping on the runway for the run toward the south, so John McMillin took the controls for the down-wind-cross-wind return trips toward the north. John got some very valuable experience in the sort of landing maneuvers that give most power-pilots a real scared feeling. A couple of hours later, a fellow in an Aeronca showed how to scrape the fabric off the underside of a wing-tip (commonly called a ground loop, an accidental variety of aerobatics often executed with the assistance of a crosswind) and he wasn't even taking the cross wind from his REAR. Well, altogether a day of accomplishment and excitement.

Long Island Soaring Ass'n., Inc.

Marty Beck has made an excellent suggestion in connection with the soaring calendars on sale by SSA and the current drive to gather funds for the U.S. Soaring Team to attend the 1960 Internationals. (Other Clubs take note!) Marty proposes that the club purchase a batch of these calendars (at 50¢ each) and sell them to the club membership and others at \$1.00 each. Further, that all profits realized shall be donated to the fund for the U.S. Soaring Team. This is actually a very painless way to donate to the U.S. Team Fund and at