

# 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.

## Antelope Valley Soaring Club A Chapter of SSA

The AVSC has really been keeping their three ships in the air. For example, during the first weekend in October they logged close to thirty hours. The 100th 1-26 with the gold plated joy stick is really getting a work out and will probably accumulate a record number of hours by the end of 1959.

The club has acquired two new members — new to AVSC but not to soaring: Gable Ray competed in the Nationals in a 1-26 and is now in the Southern California area. He is formerly from Dayton, Ohio. Hans Sander has been interested and active in soaring for many years and flew his own ship, the Blue Mouse Two, in Germany quite a few years ago.

## Arizona Soaring Association

The committee on elections accepted the report of the nominating committee, and at the annual meeting of the Arizona Soaring Association held on the evening of Sept 16th, the following officers were elected for the new year by acclamation. (This saved a considerable amount of time and trouble since there were no ballots to count.) President Ruth Petry; Vice-President, John Ryan; Secretary, Dick Hlavenka; and Treasurer, Harmon Claridge. The Board of Directors for the year is as follows: Van Dyke, Lincoln, Godinat, Sparling, Meade and the new officers.

## Central Texas Glider Council A Chapter of SSA

Just about five years ago a few remarkable able and determined fellows of the Central Texas area teamed up with the Texas Soaring Association and started a soaring club that has won respect and admiration throughout the national organization. The Austin Division of TSA grew and suffered the usual growing pains. As usual, a fraction of the membership have consistently proven to be the real backbone and muscle of the

outfit. In the old "Austin Airings" and the recent "Thermal Journal," the names Echols, Malkemus, Smith, Snead, Turnbow and Young are almost always associated with any noteworthy action or accomplishment. Some newcomers have done well but must yet prove their durability! The association has matured in these five years. The membership and mailing list have grown and now the club has members in Waco, Temple, Georgetown, San Marcos, Houston and San Antonio. With a grateful salute to its sponsor, TSA, the Austin Division incorporated under its own Charter and Constitution. Because of the geographic spread of the membership the more or less exclusive "Austin" specification has been dropped from the name of the association and its news sheet. They expect to extend their area of interest and influence. The facilities at Georgetown are among the best in the country . . . the management is congenial, the runways are long, the approaches clear, traffic is light and soaring conditions are good most of the year. There is hangar space, parking space and, if wanted, picnic space. The club can use auto tow, winch tow, or aero tow with their Stinson L-5. Everything but slope-soaring!

The club has recently applied for and been granted SSA Chapter status, making the 17th club to have this distinction. Their 15 members operate a 1-19 and a TG-3, as well as a number of privately owned ships.

## Chicagoland Glider Council

The Chicagoland Glider Council sponsored a meet at Chicagoland Airport over the Labor Day weekend in which eleven sailplanes participated: two LO-150's, a Ka-6, a Ka-7, a 2-22, an L-K, two 1-26's, two TG-3A's and a Plank. The best day of the meet for real lift seemed to be Saturday but every day seemed to be

good so that difficult tasks could be assigned and most of the pilots trying were able to get home. Because of the strong wind conditions all pilots were tested to the utmost and the legs of the triangle courses had to be held down in mileage. A sight to behold on two of the days was the formation of soaring sailplanes that lined up at the appointed time and struck out for their goals at the same time over the airport. A. J. Smith with his beautiful LO-150 was back to the airport first on the two beginning days of the meet but fell short on Labor Day only to have Kit Drew edge ahead and win top honors for the meet. Kit was able to finish each task as it was assigned, returning first on the last day for total points enough to overtake all others. Harold Jensen was in the watermelon patch one day and finished well the other two days, finally edging out Smith by a very few points on the last day. Chuck Kohls in his beautiful Ka-7 rose to the challenge each day of the meet but the larger ship had trouble at the turning point and couldn't master the wind on the return. Chuck took fourth in the meet and Bob Hupe won fifth honors in the 1-26 which he and Peterson own.

## Columbia Basin Soaring Ass'n. A Chapter of SSA

Autumn soaring has been rather limited in the Richland, Washington, area. Bob Moore has been kept away from the field by his hayfever, but die-hard Jim Hard has made several slope soaring flights over the hills near Kennewick in his 1-19. On one such occasion hip boots were needed to retrieve him from across a canal!

At the October meeting seven members donated \$70 toward the U.S. Soaring Team which will compete at the World Soaring Championships next summer. The Columbia Basin Soaring Association would like to urge other clubs to support the U.S. Team in one of the few, truly amateur, and yet truly international sports, soaring.

The L-K sailplane of the Republic Soaring Society, Long Island, N.Y., on aero tow.

Photo: Siegfried Feuersanger

