

# 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

Again the summer soaring at El Mirage has lived up to its expectations — the AVSC cliché "had to fight to get down" was used frequently. Flights over 10,000 feet were common and many times only the lack of oxygen equipment determined the ceiling.

The Antelope Valley Soaring Club has added a new bird to their flock. A Schweizer 1-26 was their choice. This is the 100th 1-26 sold by Schweizer — hats off to the Schweizer brothers! It will be utilized for cross-country and competition flying so all 1-26 drivers take heed!

A new program to acquaint Convair personnel with the sport of soaring was launched jointly by both the Antelope Valley Soaring Club and Convair Recreation. The program got off to a good start — a great deal of enthusiasm and flight activity has been demonstrated. Sunday car tow sessions at Mirage dry lake initiated their soaring career. Many thanks to Convair Recreation for their generosity and assistance with this new program.

## Denver Soaring Club A Chapter of SSA

The Denver Soaring Club sponsored its second annual Rocky Mountain Soaring Contest over the Labor Day weekend. There were seven entrants and good weather all three days. Ed Smull, Ray Combs, and Harry Sims flew the club TG-3A and racked up 69, 89 and 38 miles, respectively. An "open house" was held at the field Sunday following the meet, and 15 prospective club members were given rides.

Two sailplanes under construction by club members are expected to be flying early next year: Merv Hicks' laminar wing R-3 and the Smull-Combs-Sims' BG-12A. The club's TG-3A will have logged its 1000th flight and 500th hour by the end of this season.

## Arizona Soaring Association

The following record is a summary of the principal activity of the flying membership. There were several outstanding flights made during this past year. Joe Lincoln's climb to better than twenty-six and a half thousand feet set an Arizona record. Both Joe and John Ryan made significant X-C flights to the Albuquerque area. John's was 315 miles and Joe got to West Mesa Field about ten miles further along. Marcel Godinat made several fine flights while still feeling out the capabilities of his new LO-150. The following summary will be surprising to no one who has watched those pilots at their flying. It is significant and a fine accomplishment.

Pilot	Plane	# Flts.	Hours
Bawden	TG-3A	83	46:35
Ryan	TG-3A P-R		12:30
	1-23G		64:00
Godinat	P-R	37	38:35
	LO-150	6	19:05
Lincoln	1-23D	47	92:00
Hawks	Baby	8	6:05
Hartman	L-K	48	29:25
	Total	308:15	

## Metropolitan Airhoppers Soaring Association, Inc.

The business side of MASA has announced the order of a Ka-7 two-place sailplane. This high-performance machine is of German origin and made a great impression at the Nationals. It is of composite construction, with wooden wings and steel tube fuselage. To extend the life of the ship, it is intended to derig it each weekend and hangar the components. Assembly which is relatively simple will be supervised by some competent person.

The last weekend in August saw the arrival of a couple of visitors from France: Francoise Pioline and Jean Cognard. These two young people work for Sud Aviation in New York. Francoise has a Silver C and considerable time in sailplanes. She was checked out and flew the 1-26. (Ed. Note: Francoise is the same French young lady who has been so active with the Antelope Valley Soaring Club at El Mirage, California; however, her Silver C is French.) Upon completion of her graduate studies at Cal Tech, she moved to New York — perhaps to compare Eastern and Western soaring.

## Mid-Atlantic Soaring Association, Inc.

Dick Eldredge and his bride, the former Jane Harvey, are now in Washington and will be there until the end of the school year. They had quite an operation to get there from California, flying their T-Craft and driving their car towing a trailer with parts of a BG-12A kit. One would fly in the morning with the other driving. Midday, they would meet and exchange places. Must have been quite an interesting trip (wonder how their German Shephard dog enjoyed it?). Jane is the one building the BG-12A (Dick is designing a small sailplane — the BOOG). They flew up to Westminster, M-ASA's site on Sunday the 13th (of September) not knowing the CAP airshow would be on (this cut down on the flying).

Bill Holbrook's flight from Cumberland Municipal on August 28th in Flattop L-K N2040 has resulted in application being made for Maryland altitude and West Virginia distance records (Release was over the border between the two states). Nathan Frank (Maryland SSA Governor) checked the barograph trace and has accepted the figure of 7020 feet altitude gain for a new Maryland record in both Senior and Open categories. The maximum altitude of 8300 feet has been entered as the unofficial (or semi-official) Maryland absolute altitude record. (Ed. note: An official absolute altitude record may be made only after a gain in altitude of 5000 meters or 16,404 feet.)

## New England Soaring Association, Inc.

The 5th Annual Labor Day Meet determined the New England Soaring Champion as Leo Bouffard of Lewiston, Maine. Other prizes went to Dana Darling (best average spot landing), Chuck Kerr (longest duration and highest altitude) and Everett Keeler (best task). The contest was scored on the basis of duration, altitude and spot landing with details as follows:

Pilot	Sat.	Sun.	Mon.	Total
Bouffard	1946	2144	2890	6980
Kerr	2030	2290	2550	6870
Keeler	2305	2805	0	5110
Taupier	1760	569	975	3304
Brooks	1667	1169	—	2836
Darling	—	571	1208	1779