

CLUB NEWS

Edited by BERTHA M. RYAN

With the next issue of SOARING we break in a new editor of the "Club News" section, Nikki Delp of 5545 Rab St., La Mesa, Calif., a Family Member of SSA who holds C badge number 1766. She and her husband, Ron, own a Briegleb BG-7 sailplane. Club correspondents are requested to direct future contributions to her, preferably limited to one page of double-spaced typing at a time, with an occasional photo of your club sailplane or activity thrown in. She should also be added to the mailing list for whatever publications your club produces.

Many thanks are due Bertha Ryan for her valuable work as "Club News" editor since the section was inaugurated in the fall of 1958. Her other interests, which include being SSA Treasurer, have dictated that she reluctantly relinquish this one post.

Antelope Valley Soaring Club A Chapter of SSA

No one can deny that January was a booming month for the club members that took advantage of the fine weekends. A record of 60 hours total in the three log books for the month is most commendable.

February started out fair but the big winds almost put the 1-26 out of business when the roof of the Air Scout's hangar took off and landed on the top of the Sheba's hangar roof extension, smashing it and dropping on the canopy frame, fuselage after deck, left wing and nose cone section. Bob Gravance went to work kneading out the dents in good time and the ship was back in the air again after missing one week-end.

Several tries to contact wave conditions were made at El Mirage by Krey, Gravance and LaFrenier. On one try John Krey took such a high tow that he appeared as a satellite flashing in the sun. The Canfield and Douglas Club Pratt-Reads were fortunate and connected right over El Mirage on February 21st and flew till dark. Vic Saudek, SCSA President, in the Douglas P-R was the first pilot to find the elusive wave and initiated several first riders into the smooth lift.

Buckeye Glider Club

Operation Site: Marion, Ohio.

A very fine 1959 soaring season has passed with fifteen people soloed

and twenty glider ratings obtained. Below is a breakdown of flights as flown by our club ships from air-plane tow during the past season.

1-26	196
1-26A	73
1-19	213
2-22	272
TOTAL:	754 flights

The club has just obtained its second 1-26 sailplane. Since about half of the fifty members of our club are university students (which constitutes the Ohio State University Glider Club), there existed a need for a sailplane at minimum cost. The first 1-26 group was formed, consisting of 12 people, and a 1-26 kit purchased. The kit was completed in 1958 and has been flown the past two seasons with no scheduling conflict. It seldom happens that more than 3 people turn out to fly it on any one day. If it's a good day, one flies and the others crew. Our second 1-26 group also consists of 12 shareholders. All expenses such as hangar rent, insurance, etc., are paid by the club and each shareholder is billed monthly for his portion. All shares are transferable through the club treasurer.

We are looking forward to another fine soaring season this next summer with the anticipation of having many Silver C legs completed with the two 1-26's.

W. B. HARLAMERT, Pres.

Columbia Basin Soaring Assn. A Chapter of SSA

On February 22nd, Ed McClanahan soared for 40 minutes to 4000 feet on a late afternoon start. The next day the local robin, Bob Moore showed up with his 1-21! We knew that spring had come indeed! He proved it by remaining aloft for 2½ hrs. starting by auto tow. The rest could not match the skill of the Northwest's only three diamond pilot, but flights up to one hour were made.

Swingshifter Jim Hard has it easy. Since we know that weak days are on weekends his 1-19 is making one and two hour flights on weekdays. Gene Rudock came close to making his C badge flight but we don't like to count flights of less than one hour duration, anyway.

Another sign of spring is the yellow and white 1-26 of McClanahan and Pallmer which is now parked

in the hangar at the field again. This is the earliest activity ever in this area, and it is evidently not premature; although hot coffee seems to taste better than beer after a day's flying.

RUDY ALLEMAN

Iroquois Soaring Ass'n., Inc.

While loafing in the Ad building at Harris Hill one gray day, one of those rare species known as a soaring enthusiast was heard to remark, "What this country needs is a few hundred more soaring clubs." Not wishing to be among the missing in the fulfillment of this grand goal, the few (six to be exact) kindred "birds-of-a-feather" in the Utica, N. Y., area pooled their mutual enthusiasm in the fall of 1958, with the hope of adding one more to the slowly accumulating number of soaring clubs.

Enthusiasm — yes! And to our good fortune, one good old reliable TG-3A, compliments of one most generous and enthusiastic charter member, Tony Camacho.

With the TG-3A as a starting and rallying point, what next? Well, there were the "minor" problems of a towplane and a site to operate from. Interesting how such "problems" can take on the aura of just "ripples-on-the-waves" when that most potent entity "enthusiasm" is present.

The initial organizational meeting was held on January 22, 1959. First considerations included the possibility of the purchase of a towplane. One member pursued this line of thought to the conclusions that all of the ramifications of such a move might better dictate it being more desirable to defer the idea until a later date, or until a more matured stage of the club's development had arrived.

After abandoning this idea, for the time being at least, the next "break" occurred in the "discovery" that an airport existed only 40 miles away where the owner, Bob Nellis, owned and operated a 165 H.P. Myers bi-plane.

Would he — , or wouldn't he — ? He not only would, but he did, and threw in the red-carpet treatment to boot.

In the meantime, two members had purchased good old reliable Schweizer 1-26, #2 (N 91894), the faithful company demonstrator, the ship that many pilots reading this have flown. In most instances probably for their first 1-26 flight.

With these two ships in the stable,