

Arnold's home on December 5th. The officers for 1960 will be: President, Bob Duke; Vice President, Stan Hall; and Secretary-Treasurer, George Asdel. The Board of Directors will be Les Arnold, Ted Nelson, Mort Tyler, Derrill (Gabby) Hansen, Harry Perl and Marvin Martin. Earl Menefee will edit *HOT AIR* and Hansen will continue as Field Manager.

Harry Perl won the trophy for the longest flight from Hummingbird Haven with a 60 mile flight to Los Banos.

The first annual Dr. John Sawyer Memorial Participation Award was won by Earl Menefee with Charles (Mack) Snyder second and Bob Gomes third. First prize of \$150.00 to be spent on sailplane equipment was donated by Dr. Brandis and Bob Duke. All three winners received wall plaques. Dr. Brandis originated this contest in memory of Dr. Sawyer, to stimulate participation in local soaring. The best flight made each week may contribute points. Points are given for altitude, duration, distance, contest participation, completing FAI badges and obtaining licenses.

The Ames Club has made important changes in their equipment by re-building one of their TG-3A's selling the other and then starting to build up a 1-26 from a kit purchased from Les Arnold. They are really going on the 1-26 and will have it flying shortly after the first of the year. Harry Perl has his Hummingbird in the air again after a complete overhaul and recovering job. Earl Menefee expects to have his beautiful MG-23 refinished and flying in the spring. Gabby Hansen's new 1-23G is eagerly waiting the first good cross-country weather. The two Cherokee II's belonging to Stan Hall and George Asdel have been flying nearly every weekend in spite of the really poor weather.

The soaring weather has been far below that normally expected during summer and fall but several good wave, thermal and ridge days have kept us going and looking forward to the first cold front that will usher in a new and better than average (we hope) soaring season. A weak front came through on Dec. 12th giving us good ridge and thermal soaring that afternoon and a wave the next morning with 2½ hour flights to 9,000 ft.

The old Myers tow plane has been replaced with a 150 H.P. Super Cub with a newly majored engine.

Les Arnold's commercial operation at Fremont (Centerville) is keeping



Photo: James L. Rhine  
Sailplanes awaiting pilots at Harvey Young Airport, Tulsa, Okla., operating site of the Tulsa Skyhawks Soaring Club, Inc.

him and his flock composed of two 1-26's, a 2-22C and a TG-3A busy five days a week.

GEORGE ASDEL

### Sacramento Soaring Club

Several of the club members have been traveling the hinterlands in search of potential soaring sites. Vic Swierkowski and John Flynn examined the land lying directly west of Ben Bolt Ridge near Latrobe. This site had already been checked by Vic and Bill Giles, but not as closely nor with the assistance of the owner. The soaring potential is there, possibly better than anywhere else in the vicinity of Sacramento. Also there are relatively high land values, extensive grading requirements, a real problem of water development and the possibility of interference with Mather AFB's instrument landing pattern.

Loma Linda Airport at Grass Valley was also checked. This 4200 foot strip lies on top of a knoll in brushy, wooded country. The surrounding terrain is not advantageous for slope soaring although thermal soaring in the immediate vicinity of the airport looks possible. All take-offs are to the west to take advantage of the downhill runway. There are no adjacent fields for the towplane in case of trouble. At the present, only about twenty percent as many planes are based there as at the present site of Lincoln, although during the recent fire season five twin engine borate bombers as well as two TBM's (with borate tanks) were stationed there.

### Southern California Soaring Association, Inc.

At the general meeting of SCSA in December the membership approved a change in the by-laws that will make SCSA qualify as a Chapter of SSA. SCSA with its over 100 members will be the largest soaring group to embrace chaptership thus far. It is hoped that other soaring organi-

zations who have not yet done so will soon get on the SSA Chapter bandwagon.

The December SCSA meeting featured a talk by Ray Parker on Wave soaring. The January meeting will feature a talk by three Hungarian glider pilots on soaring behind the Iron Curtain. Then in February or March, Paul MacCready will speak on "The Philosophy of Contest Soaring." A concerted effort is being put forth by the new administration headed by Vic Saudek to revitalize SCSA with emphasis on making the monthly meeting programs more interesting.

### Toledo Glider Club

At the December meeting the club decided to put Bob Bauer's winch into operation as soon as the winch insurance can be secured (about two weeks). Ernst Anrig has his BG-12A about 80% complete and hopes to have it ready for spring soaring. Winston Smith is working on his also during his spare time. Winston's is almost ready for its maiden flight.

The club made a big hit with the Toledo people in an air show early this autumn. Ed Knight in his beautiful red and yellow Hummingbird made a pass over the field at about 150 feet, then started his engine and flew away just as he came. Also the Nowak-Bailey-Rex 1-19 was towed on a demonstration flight by George Ritter in the Stearman and George Allen in the 1-19. The local newspaper (Toledo Blade) estimated 65,000 persons attended the display and said that Ed Knight "stole the show" with his Hummingbird flight. Bob Bauer's Ka-6BR was also on display and was the source of much comment among spectators. Also in the show were jet displays and a "parade of light aircraft."

At the last club meeting, a mass cross-country flight was planned composed of a 1-23 (Ray Jackson), Alibi (John Bierens), Ka-6BR (Bob Bauer), K-7 (Chuck Kohls) with the club's 2-22 "leading the pack."

GEORGE ALLEN