

CLUB NEWS

Contributions to "Club News" should be sent to B. M. Ryan, 310 E. Lancaster Blvd., Lancaster, 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.

Albatross Soaring Club A Chapter of SSA

New officers have been elected for 1960 and are as follows: President, Fred Cochran; Secretary, Richard Granger; and Treasurer, Willi Schoen.

This club is the newest of the three that now are organized in the Chicago area. They plan to have their regular meetings on the first Monday of the month; however, at times it might be on a Sunday morning.

Improvements are still being made in the club's winch which is equipped with 4000' of cable. With their Cinema (acquired from R. E. Franklin) they are able to reach 1500' on a good tow and with the use of a C. G. hook. There were about ten such tows made last fall before winter closed in. All in the club are looking forward to a very active season ahead. Their stable of sailplanes includes Dick Granger's 1-26, the club's Cinema, Fred Cochran's 1-19 (to be completed soon), a towplane and the DeSoto powered winch.

Arizona Soaring Association

Soaring is many things to many people. One philosophy held by many soaring pilots was expressed in the Christmas editorial of the ARIZONA AIR CURRENTS and is reprinted here in its entirety.

"At this season of the year, it is not untoward to ponder thoughts which have a spiritual nature. Those of us who have been privileged to share the wonder of the skies do not find it hard to believe in God. Every miracle which is the commonplace of flight is a reaffirmation of the fact that there is a God who orders and rules. This season of the Christian year is celebrated to recall the birth of God's only Son. There is every reason to be thankful for the fact that Christ lived.

"For a paper such as the AIR CURRENTS of the Arizona Soaring Association to remind it's readers of these Christian thoughts should not be un-

usual, and certainly no apology is being made here. It is only that it has been this writer's experience that the finest friends and the strongest individuals he has known have invariably been either outspoken Christians or fine and sensitive pilots. More often than not, it's no accident, they have been both. That flying amounts to an almost religious experience has been announced by others in the past. Certainly, the deeply beautiful scenes which confront the flyer as he adventures among the clouds above the fields or beyond the craggy peaks, are as strongly moving as any experience can be. The desire to live up to such beauty is a first step in the recognitions of the closeness of God in our lives.

"A warm and blessed Christmas to each of you."

DEREK VAN DYKE, *Editor*

Associated Glider Clubs of Southern California, Ltd.

The following is an excerpt from an editorial by the club president in WIND AND WINGS, the AGCSC publication, welcoming new members:

"At this time I would like to extend a welcome to all the members that have been accepted into the club since October. I might say that I have met quite a few of you and I'm very proud to have you as fellow pilots and students and to be able to fly and associate with you. You're a great bunch and have shown to be great sports. It takes cooperation to be able to get along in a club our size and if any one of you requires information, morale boosting or just plain wants to "hangar fly," here's a tip - get together with one or more of the old timers and show them that you are really interested in the art of soaring, and believe you me, they will talk your legs off.

"I feel that a lot of flying knowledge and tips can be gained by hangar flying. It may bring to mind an experience that you have had or you might be able to profit by some other person's mistakes. Never feel that you know all there is to know either about flying or about old mother nature and her elements. If you do then its time to quit while you're still alive and ahead of the game."

JOHN SWINSON

Columbus Soaring Assn., Inc.

The new officers for the year 1960 have been elected as follows: President, Harry McIntyre; Vice Pres., Ed Wagner; Treas., Jim Pears; Secretary, Ralph Turner; Operations Manager, George Bailey.

After several years with only the Cinema available, the CSA has suddenly shown signs of expansion. In rapid succession a 1-19 put in an appearance (Ben Stephenson and George Bailey), Mark Savage purchased a BG-7 from Winston Smith of the Toledo group, the TG-3A was rebuilt (Ed Westlake and Ted Wedemayer), and the BG-12A (Ralph Turner and Walter Marsh) began to look like a sailplane. It appears that at least five ships will be plying the Chilicothe skies next season.

Nutmeg Soaring Association

This Connecticut club had a most successful soaring season in 1959 at the Bethany Airport where they were welcomed by the operator, Bob Jones. This was in contrast to refusals of two other airports to have the club despite the fact that they do no training. Tows are always available at Bethany as Bob has a 125 hp Super Cruiser and two Wacos, all equipped with tow rigs for sailplanes and banners. The field is sod, 2800 feet N-S with clear approaches, located on a hilly plateau about 700 ft. above sea level, with thermal-producing valleys leading in from the west.

April and May were especially fine, with many days of strong thermals and high cu bases. Being located 15 miles inland from Long Island Sound, the sea often produced shear line conditions from the afternoon sea breeze. In May a wave was soared to 14,000 ft.

Steve duPont earned his Silver C in the 1-26 and competed in the Northeastern Championship meet, the MA-SA Columbus Day meet, and set the first Connecticut State distance record of 50 miles. Doug Erwin found enough time to make his distance leg, and competed in the Northeastern meet. The club's trans-Atlantic captain, Ev Keeler, won the Northeastern Championship, competed in the New England Championship meet at Barre, Mass., and competed in team-flying at Wurtsboro and Elmira. Snowbird meets where he and Connie took team honors. Connie Moeller earned his Silver C (believed to be the first one flown in Connecticut), competed in the Nationals at Elmira, earned his Gold C distance and Diamond C goal legs with a 230 mile