

CLUB NEWS

Edited by NIKKI DELP

Contributions to "Club News" should be sent to Nikki Delp, 5545 Rab St., La Mesa, Calif., before the 10th of each month for inclusion in the following month's issue. Clubs and associations are requested to send their newsletters and other publications to Nikki Delp, also. Photographs are welcome.

Editor's Note:

If you feel that your club has not been getting enough attention in these pages, check to see that you have assigned someone as a "Club News" correspondent. We are interested in any club activities, especially personal items and "tall tales" to give us a little laugh at ourselves.

Aeronaut Soaring Club A Chapter of SSA

The Aeronaut's membership is made up of people from Long Beach, Calif., and nearby communities. At the present time the membership numbers 13. The club owns a TG-3A which is based at El Mirage. There are also three other sailplanes in the club which are privately owned. They are an L-K, 1-26 and a Cherokee II. In addition, Jim Meckoll is building a BG-12A.

Three of the club's 13 members are Gold C pilots. Jim Meckoll completed his Gold C when he made his distance leg at the soaring camp in Odessa last summer. Ray Proenneke completed his Gold C in May by making the distance leg from El Mirage to Parker, Arizona, in Les Hiller's Cherokee II. This flight also

gave Ray his Diamond Goal leg. Ray has since purchased the Cherokee II. In June, Carlton (Bud) Mears, Jr., flew his 1-26 to Dry Lake, Nevada, to complete his Gold C and add the Diamond Goal leg.

The club meets once a month at Frank Kern's Glide-Aero in Bellflower, Calif.

DAVID W. BROCK

Associated Glider Clubs of Southern California, Ltd.

Elections were the order of business at the AGCSC October meeting. Jack Jaynes is the new President, with Bill Carter, Helen Dick and Frank Robbins as Veep, Secretary and Treasurer, respectively. Other Board members are Bud Robb, John Williams, Ted Sanford, Kon Hanitzsch, Fred Allen and Dave LaBelle. After the election and the oratory had cooled, the members were entertained by slides and a talk by Duke Mancuso on his recent high altitude wave flights.

Recent activities at Elsinore have been slow, due to repair work being done on almost all of the Club equipment. However, most of it is in the air again, and the new Board hopes to sponsor another meet in the fall.

Columbia Basin Soaring Assn. A Chapter of SSA

Paul Pallmer's 1-23H-15, the sister-ship of McClanahan's, arrived in Richland shortly after the Nationals at Odessa. We spent an eager half-day uncrating it and preparing it

for the first flight. Pallmer seemed exceedingly calm for one so blessed, and soared the ship about three hours in the afternoon. Pallmer's ship is cream colored in contrast to Ed's red and white, but it doesn't matter much, since once they take off . . . they're real gone, man!

On his vacation, Gene Rudock went to California and passed the flight exam for his glider rating with Les Arnold. On Labor Day weekend five CBSA sailplanes joined nine or ten Seattle ships at Wenatchee for a small, but marvelous, soaring camp. Every kind of lift did some working during the three days. On Sunday, Moore took off in a driving rain and slope soared until it cleared up. He then found wave lift which took him to 14,000 feet. McClanahan and Pallmer took off later and reached some 15,000 ft. Allemann claimed that a hawk nearly attacked him over the mountains and he swears that he saw a hawk fly into the bottom of a cloud. The wave on the following day gave altitudes of only 12,000-13,000 ft., but the sight of a half dozen sailplanes soaring smoothly above the lenticular cloud was wonderful to behold.

Now the fall weather is setting in. It means much less soaring but the new 1-23H owners, their appetites whetted, are drooling for more.

RUDOLPH ALLEMAN.

Columbia Soaring Club, Inc.

The Columbia Soaring Club, Inc., is striving with its new 2-22C to stimulate interest in soaring in South Carolina. We have almost exclusive use of a wide, 3,000 ft. grass airstrip about 15 miles from Columbia, and though we are hampered by the lack of a tow plane, we are learning a great deal with auto tows. At present we are looking simultaneously for a tow plane and the money with which to buy it. In the meantime, our president, T. I. Weston, has begun work on a winch which we hope will add a few hundred feet to our launches.

Our six members and their families journeyed to Burlington, N. C., on September 24th to the South Atlantic Fall Soaring Roundup sponsored by the Tarheel Soaring Club of North Carolina and the Blue Ridge Soaring Society of Virginia. With beginner's pride we felt we did quite as well with our 2-22C as many of the high-performance ships did; and, more important, we had a whale of a good time! The Roundup was a tremendous success

The Chicago Glider Club's Schweizer TG-2 sailplane. The club recovered and painted it last winter and this summer it logged over 100 hours at their new site of operations, the Naperville airport.

Photo: Roger G. Bard

