

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.

Columbia Basin Soaring Assn. Richland, Wash. A Chapter of SSA

The hottest news from this part of the country is Ed McClanahan's wave soaring flight to 33,000 feet. Ed and Rudy Allemann and their wives trailed to Pincher Creek, Alberta, for the Canadian Thanksgiving weekend of Oct. 7-9. Ed's flight, at Pincher Creek, exceeded the existing Canadian altitude mark of 30,630 feet, set by Julien J. Audette earlier this year.

Locally, all the pilots are looking forward to wave soaring near Rattlesnake Mountain later this year. As a result of a decision to reduce the size of the Hanford, Wash., restricted area, a location will be available for soaring which has not been open since 1941.

The formal establishment of state record categories has stimulated some interest in organized attempts to set and beat these records. Plans are already being made for next summer's activities.

JIM HARD

El Paso Soaring Assn. El Paso, Texas

October was a good month for our club, which saw us taking part in a fine meet hosted by the White Sands Soaring Association at Alamogordo, N.M., on the weekend of October 21st and 22nd. Conditions were excellent and lots of good flying was accomplished.

The members of our club want to publicly thank the White Sands members for their generous hospitality. Be assured the clubs will get together frequently in the future.

We now have half of our active flying members qualified and holding C badges with two members holding legs on Silver C badges. Now that we have a working barograph, more Silver and Gold C legs will be obtained in the near future. The main effort of our club at this time is directed toward obtaining our own operating airstrip.

WALT MCGINNIS

Minnesota Soaring Club, Inc. Northfield, Minnesota A Chapter of SSA

It's a delight to tell of the soaring flight activity over the Gopher State by the Minnesota Soaring Club, based at Carleton Airport. We're doing it all with two ships (Schweizer TG-2 and I-26), plus a privately owned I-26 (Harry Meline) and using a Piper PA-18 tow plane.

I'll begin with the bad occurrences

which, of course, lead to the glad. Several months ago an unpredictable sudden change of weather conditions with the passage of a frontal area brought misfortune. The TG-2 was "resting," wing tip guarded by a member, when suddenly an 80-90 mph gale came and picked up the TG-2, flipping it over on its back. Need mention be made of the results and the repair work involved? That's number one. Over Fourth of July weekend it was decided to tie-out the ships overnight, including Harry Meline's one-week old I-26, as all were returning for soaring next A.M. Unfortunately, a real "large size hail" storm came through that night. The results looked like a fighter plane attack. That's number 2. Period.

Despite our lack of use of both ships at the same time all summer, I guess we did quite well for weekend gatherings along with a bit of vacation time soaring, too. Due to the lack of ships to split among members on weekends, our cross-country attempts were practically nil, but credit must be given to those who tried a bit. Harry Meline and John Edwards both flew the I-26's and cross-country aero tows were made to several airport gatherings.

We owe thanks to the tow pilots ('Cause we couldn't do without them!) Loch Ohman was assisted by Harris Holler, Jim Struthers, Ken Kneen, John Wastvedt and John Edwards (airport owner Malcolm Manuel and pilot Clarence Hines pitched in, too).

Plans are for active all winter flying with high hopes of becoming more familiar with winter soaring conditions of various sorts over this area of the country.

Visitors from Canada, Hungary, New Jersey, Texas and other soaring sites have passed through and taken part in the operations.

About 15-20 active members have helped reach 880 flights including about 250 hours of gliding and soaring time. We have 10 new C's (Dale, Hetznecker, Holler, Ohman, O'Connor, Sandberg, Shalbetter, Ullevig, Wastvedt and Whitmore and 3 members completed Silver C legs (John Edwards—altitude and duration, Ed O'Connor—altitude, and Loch Ohman—altitude). FAA private glider ratings (some were accomplished on a very rough, turbulent-close-to-ground day) were earned by Dale, Ellison, Hetznecker and Shalbetter, while all tow pilots plus Whitmore earned commercials.

Fellow soaring visitors are always welcome!

GINNY MAYER

San Antonio Soaring Society San Antonio, Texas

The SASS was organized shortly after Sam Allen and Al Hoffmann returned from the Nationals at Odessa in 1960. We elected these officers for the first year: Col. Bob Porter, 1st Vice-Pres.; James Summersett, 2nd Vice-Pres.; J. R. Nickelson, Treas.; and Bob Storck, Sec. We bought Frank Kelsey's TG-3A (N35577) in October, 1960, trailered it to San Antonio on Thanksgiving weekend and set up a training program with CTGC at Georgetown, Texas. Thanks to Dave Malkemus, Bob Young, Doc DeGinder and others we were off to a splendid start. We moved

to Hondo, Texas, to further our training program on auto tow with much success. We now have three Commercial Glider Pilots, 4 Private Glider Pilots, 1 solo student and 3 near solo. Top altitude so far has been 7500' (by Storck) in a storm front. Best distance: Hondo AFB to San Antonio International (by Bob Porter), 40 miles. Thermals were weak on this flight and he earned every mile. Highest R/C encountered: 800 fpm by Henry Grass. I am sure the longest duration flights also belong to Henry, an instructor in the WW II glider program. He hadn't flown gliders or sailplanes in 17 years when he joined us. He was like a duck in water after his second tow.

We have logged over 110 hours since January, 1961. It is impossible to guess at the huge amount of experience, joy and pleasure we gained during this first year of operation. I wish to thank the instructors and hard-working members of this club for a wonderful start and a definite usefulness in the coming years.

Unfortunately, on October 1, 1961, we lost our TG-3A in an accident while a student and instructor were coming in on final after a 30 min. soaring flight. The student was injured and the instructor was severely shaken up but both are doing well now. The TG-3A was insured, so we should be able to fly again, although we have a job to do helping the student.

ALFRED J. HOFFMANN, JR.

White Sands Soaring Assn. Alamogordo, New Mexico A Chapter of SSA

For the first time since the WSSA has been in existence all the members are checked out solo and are current in the TG-3A. One member, Jim Riva, had only two solo flights in power planes prior to his checkout in the TG-3A and on his 4th solo flight qualified for his C badge.

Speaking of C badges, Maj. John H. I. Morse also qualified for his on October 2nd, as did Capt. David Tobey of the Florida Soarheads. Seems like things must be pretty grim down on the Gulf Coast when Al Uhalt has to send his troops TDY (temporary duty) to Alamogordo to get a little soaring on a weekend. It really doesn't matter, Al, we are always happy to see any of your folks. Dave released at 6200 ft. MSL and immediately whistled up to over 9500 ft. MSL in about 15 minutes. However, he didn't have the trusty PAN-RIBE (Pankey, Riva and Ebersole) home-brewed barograph with him so all we have is his sad tale about Silver C altitude lost.

In September we flew 3 weekends, totaling 35 flights. Hal Latiolais, John Morse and Jim Riva soloed. So things are looking up, and you can expect to hear more from the WSSA Glider Guiders.

HOWARD R. EBERSOLE

Southern California Soaring Assn., Inc. A Chapter of SSA

A new soaring site is now available to SCSA members. Gene Hamm of Long Beach, Calif., has decided to investigate the soaring possibilities at the Agua Dulce Airport in Mint Canyon, some 32 miles north of Los Angeles. He is equipped with an L-K, a Bellanca for towing, and a release-equipped Ranchero pickup for auto tows.