

CLUB NEWS

Edited by NIKKI DELP

Contributions to "Club News" should be sent to Nikki Delp, 4531 36th St., San Diego 16, Calif., by 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.

Aeronaut Soaring Club Whittier, Calif.

A Chapter of SSA

On the weekend of January 13-14, ten of our 13 pilots and their families journeyed to Mirage Dry Lake for our first annual bomb drop and spot landing contest using the club TC-3A. Saturday proved to be very cold with a chill wind which caught most of us Southern Californians unprepared. Our first flight was at 11:00 A.M. and in the next six hours we made 34 auto tows. This averages about one flight every ten minutes. The fast action helped to keep us warm.

For the evening we met at the nearby Lazy Three restaurant for their wonderful family-style meal and then much chit-chat. Most of the group accepted Paul Otto's invitation of at least a warm floor to sleep on at his ranch home south of Palmdale.

Sunday the wind calmed and shifted about 180° so we had to remake our landing and bomb drop marks. Our fifty foot bomb drop target proved too elusive for any of our bombardiers from the 700 foot drop altitude. The touch down line and stop circle proved more tangible, however, with each flight. Paul Otto made the closest touchdown of two feet from the line and Ray Proenneke eagle eyed the stop marker for a best of two inches. After 22 flights for the day it was decided to stop for an early departure home.

The contest committee, after much crystal ball gazing, had previously divided the pilots into three handicap groups based on Swami and much guessing. The more experienced, classified as group one, had their total scores multiplied by one. The medium experienced pilots, group two, had total scores multiplied by one and one half, and the least experienced pilots, group three, had total scores multiplied by two.

Harold Cole of group two, who some say was a sleeper, was awarded a beautiful

barometer trophy for first place. Fred Hefty, also in group two, placed second; Vince Hardy, in group three, placed third; and Les Benis, in group one, placed fourth.

Our handicap system, while not perfect, allowed all pilots a chance to win and next year some modification may be made for an even more equitable scoring. We would appreciate hearing from other clubs who have tried a handicap scoring system.

HAROLD COLE

The Arizona Soaring Assn. Phoenix, Arizona A Chapter of SSA

The Arizona Soaring Association in January was happy to welcome the SSA Board of Directors to Phoenix. Meetings were held on Saturday and Sunday, January 27th and 28th. Saturday evening, members of the ASA met with the directors for a cocktail hour and dinner at the Safari Hotel in Scottsdale, a few miles east of Phoenix. It was a most welcome opportunity for ASA'ers to become acquainted with soaring people from all sections of the country, some of whom had been "met" before only in the pages of *Soaring* magazine.

After-dinner festivities were MC'd by John Ryan and Joe Lincoln. John was presented with a scale model of his ship, Sisu I, beautifully hand-crafted by Harry Robertson of ASA.

Some of the other "awards":

Dick Schreder, a toy canoe to help him get out of a water-logged Ohio.

Paul Bikle, two candle-powered heaters to keep his nose and toes warm during high-altitude flights.

Harold Jensen, a compass, with which to locate Hobbs, New Mexico. Or was it Texas?

A. J. Smith, a rubber duck to lead him in on submarine landings.

Harner Selvidge, a tommy gun and hand grenade to protect him against catamounts and other fierce varmints of Northern Arizona.

E. J. Reeves, a pillow to cushion his posterior during sudden and unexpectedly firm landings.

Lloyd Licher, three genuine lead editorial pencils, jumbo size, for a jumbo job.

Bill Coverdale, a giant size bottle, eminently suitable for collecting money for the beer fund.

Paul Schweizer, a horn for intimidating hawks who have the temerity to hog his thermals.

After the presentation of awards, the

group (including the somewhat shaken recipients) broke up into small, informal discussion groups, some of which went on until the wee small hours of the morning. It was an evening which the ASA will remember with pleasure for a long, long time.

JEAN DOTY

Sagebrush Soaring Society Box 285, Odessa, Texas

The members of the Sagebrush Soaring Society, which includes all of the Odessa soaring pilots, have decided to organize and conduct the "First Odessa Handicap Soaring Contest," to be held July 1-3, 1962. After consulting with several experienced pilots and going through extensive calculations, they finally decided that the only practical handicap formula must be based on L/D. Handicap factors for L/D's from 18 to 41 have been computed and lie along a smooth curve connecting these points: 18 = 100%, 20 = 90%, 24 = 75%, 30 = 60%, 36 = 50% and 40 = 45%. These factors will be multiplied by scores obtained using the 1961 nationals scoring system to determine winners of the three cash prizes to be donated by the sponsors, 1/2, 1/3 and 1/6 of \$15 times the number of sailplanes entered. Tasks set will be within the capability of the lowest performance ship entered.

The purpose of the contest is to further the sport of soaring and to provide a means for sailplanes of all types to enter competition on as near an equal basis as possible and practical. The sponsors extend a cordial invitation to all who can attend. Write to the above address for further details on the contest.

Soarheads Panama City, Florida A Chapter of SSA

January 16th was a red-letter day for our club! Four Soarheads passed their FAA flight tests and had GLIDER added to their pilot certificates. Bob Edwards and John Elliot got their Privates, Dave Tobey his Commercial and Al Uhalt his Flight Instructor rating. Incidentally, now that Dave has his Commercial, our club boasts four glider instructors. Now all we need is one small bit of information: how do you keep the doggoned things up?

The flight checks were given at Fannin Field by Mr. R. L. Arendell, FAA General Safety Inspector from Birmingham. He got there just about the time Dave, John and Bob were getting PEGASUS (our TC-3A — she's a flying horse) out on the field. Dave said he needed one more solo flight, so we thought we would squeak it in before going over to the terminal building to meet the FAA and begin the checks — we thought! Mr. Arendell greeted us with, "Well, now that we've got the first one off, who is next?" C'est la vie . . .

Mr. Arendell flew on the checks and enjoyed himself so much he wanted to try his hand at soaring later in the day. Unfortunately, his work kept him busy until so late he had to leave for an appointment. However, he taxied by with a promise that he'd be back to soar with us as soon as he could. We really enjoyed having him. Perhaps more invitations such as this to FAA personnel might give them better insight into our operation as well as gain addicts to the King of Sports.



Aeronaut Soaring Club president Paul Otto (right) is shown awarding trophy for first place in club contest to Harold Cole.

Photo by
Fred Hefty