

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.

Arizona Soaring Assn. Phoenix, Arizona A Chapter of SSA

The ASA newsletter *Arizona Air Currents* has recently been sporting some classy covers. Drawn by "Van Der Linden," a recent cover showed a Polish Zefir 2 sailplane in flight.

The club received kudos recently from the Air Force for their part in the May 19th Armed Forces Day program at Luke Air Force Base. A letter from Col. Kleine, Commander of the Base, expressed the Air Force's appreciation of the ASA's efforts in providing a glider demonstration during the day.

The ASA was making plans to move its operation to Prescott, but the exact date was not certain. Bob Sparling was investigating the availability of hangar space in hopes that the move could be made before June 20th.

Associated Glider Clubs of So. Calif., Ltd.

Since the purchase of a 1-26, the club is once again up to its full complement of sailplanes. The 1-26 group is now in regular operation again, with some added features from last year. The ship will be made available this year, on the average of once a month, to solo students from the 2-22 training group. The 1-26 group is also planning a series of evening lectures by some of the "old pros" of the club on such subjects as wave flying, cross-country flying, etc. The first of these, on cross-country, was held in June. John Williams was the speaker, with a very informative talk in spite of some rather vocal interruptions by four siamese kittens and their mother.

John Williams has been elected President for the remainder of the club year, but the treasurer's job is still unfilled. Our very efficient treasurer, Jim Elder, has been transferred by the Navy (which apparently doesn't understand the problems of soaring clubs) and was due to leave in July.

NEW CLUBS

Not included in the 1962
SSA Soaring Directory

Appalachian Soaring Society Johnson City, Tennessee

Recently incorporated, the group already owns a Pratt-Read (purchased from Gus Street) and has six members. They hope to soon be an SSA Chapter.

Condors Soaring Group Gardena, Calif.

A group of five SCSA members have banded together to purchase a Pratt-Read from the Kern County Soaring Society. The five partners are; Bob Archer, Les Hiebert, Paul Sepulveda, Bob McClelland and Don Gaede.

Dallas Glider Assn. Dallas, Texas

Hoping to become another SSA Chapter, the club has six members, expects to limit membership to 10.

Valley Soaring Club Hanover, N.H.

Among new soaring clubs not listed in the 1962 Directory, is the Valley Soaring Club. The Club was started two years ago. It had two phases. The first was comprised of five adults who were interested in acquiring a sailplane. The second phase involved a Rotary Club project similar to Air Explorers in Scouting. We bought a 2-22C kit and had it built at the local airport. We thought it would save us money to do it this way. The kit arrived in December and was certified in July, so we got only three months of activity last year.

Blair Watson, the New Hampshire SSA State Governor, had been of considerable assistance to us, and we hope to get him into active soaring participation this summer after his rather heavy college schedule has eased up.

JOHN M. PIANE

Directory Oversight

In the clubs section of the 1962 SSA Soaring Directory the listing for the El Paso Soaring Assn. should have included the fact that EPSA is a Chapter of SSA.

SCHOOL NEWS

Sky Sailing Hayward, Calif.

Sky Sailing is proud to have produced its first Gold Badge pilot, Bernald S. Smith. The school also boasts a fine new instructor, Hetty Amade, one of Hollands' top soaring pilots (she placed second in the Dutch Championships last year) has recently joined the staff. Born in Java, she moved to Holland at 15, and there completed her education. She holds Dutch Gold Badge #20, and was a 1st Lt. in the Dutch Air Force. Before coming to the U.S., she worked as a traffic controller and GCA operator.

Thermal-G-Ranch Gliderport Waterford, Pa.

The 6th Memorial Soaring Jamboree is now fact. The Thermal-G-Ranch hosts this Jamboree each Memorial Day. Some of the Meet statistics are as follows: A total of 245 flights were made. Fifty-two were instruction flights, 24 passenger flights and the balance contest flights. During the Jamboree we checked out and soloed three power pilots. Two Silver Badge distance legs were flown, one Silver altitude leg

and one C pin earned. This was done with five sailplanes and 30 eager pilots.

Ray Shamblen, his good friend Ross Taylor and wives traveled the longest distance coming from West Virginia via the Cumberland Meet, which they left because of bad weather. At the Thermal-G they were rewarded with five days of soaring weather. And believe me, Ray sure soared that little ole 1-19 of his.

The longest cross-country flight was made by Len Samuelson, a flight of 85 miles. Len made 1000 points each day except the last day when he graciously gave up the ship to his partner, Vic Peres, for the last day of Jamboree flying.

Victor fought it out with Bill Hahn for second place. The last day Vic Peres was running third to Bill's second place. It was 4:30 P.M., not a breath of air was stirring, and no one was staying up. In the charged atmosphere of anticipation a slight breeze was felt. Vic slowly walked over to his ship with a determined look on his face and a spirit of do or die. Now with a last word from his partner Len, "Don't you dare come back," he was off with a whoosh on the end of the winch line.

All faces were pointed skyward as we saw Vic slowly drift out of sight over the horizon. Two hours and thirty minutes later, 41 miles away, he landed at Splane Airport, Oil City, Pa.

If you ask Vic about his low barograph trace, he slowly replies, "Well, I did fly sort of low following all the valleys." This flight of Vic's sure topped off the meet. Even the hawks look at Vic with envy.

Saturday evening we had the traditional Jamboree party with plenty to eat for everyone, plenty of hangar flying and a few added attractions. Rodney's friends Al, Don and Jerry played their guitars and banjos and sang folk songs. They also played and sang on the Hay Ride.

As with all meets, there must be an end. This one died on its feet with hangar flying. Just before I fell asleep in my chair, I can remember Vic giving a final recap of his flight to Oil City.

BIG LARRY

\$200 PHOTO CONTEST

As for 1961, \$200 has been contributed to SSA for the purpose of conducting another contest for photos of sailplanes in flight. The new contest will run until October 1, 1962. Prize money will be awarded as follows: \$100, \$50, \$25 and five awards of \$5 each. Any person may enter in the contest any photo of a sailplane in flight not previously submitted or used in *Soaring* magazine or a soaring calendar. If the entrant did not take the photograph, he must submit a release from the photographer. All entries must be 8" x 10" black and white glossy prints marked "contest" and become the property of SSA. None will be returned.

Entries will be judged by four members of the SSA Publications Committee. Weight in judging will be given to sailplanes currently flying in order to promote modern, up-to-date soaring. Send photos to SSA, Box 66071, Los Angeles 66, Calif.