

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.

Chicago Glider Club Naperville, Illinois

The year 1962 has been a very successful one for the Chicago Glider Club so far. Under the very active leadership of our president, Neal Ridenour, the Club has grown in members and reputation. A new clubhouse adjacent to the hangar is completed and will enable us to display some hospitality to other visiting glider pilots. The location of our glider strip is 4.5 miles, 185 degrees, from the Naperville Omni.

With an increase of 8 new members this year, we total 28 active glider pilots and look upon the proud assembly of nine sailplanes in our hangar (including two two-seaters).

The number of aero tows until Oct. 1st this year with our L-5 towship reached 435. Eighteen of our club members are checked out as towpilots and another five powerpilots are available for tows.

Our group was represented at the Nationals and at the meetings at Adrian, Rockford and Alton.

Three Gold Badges were completed this summer and two Diamond legs were flown. Three flights exceeded 340 miles. Neal Ridenour established an absolute altitude state record with 14,300 feet and Harold Jensen flew free distance for a state record of 435 miles. Seven Gold Badge distances were flown this summer from our field. Mentioning all these outstanding flights would exceed the space of this short summary. Doc "Moon" Mullen, who joined our club recently, got his commercial glider rating one month after being introduced to the art of skysailing. His wife Doris, who holds a power pilot certificate, became our first distaff tow-pilot.

DR. HARTMUT SCHMIDT

Elmira Area Soaring Corp. Elmira, New York A Chapter of SSA

A two-month soaring camp with two full-time paid employees is quite a project for a non-profit soaring club to undertake. EASC is happy to report that even though its Vacation Soaring Camp project got a very late start with its advertising, many pilots and clubs made use of the program and facilities at Harris Hill. Since the majority of the clubs operate on the weekends only, EASC felt there was a need for a full-time operation at the Hill to give soaring enthusiasts an opportunity to make a concentrated effort toward their award flights.

Many legs and several full Silver Badges were completed at the soaring camp. Gold Badge weather was present on many days during the camp period

and several pilots of locally based ships flew out to the coast to gain their Gold and Diamond legs. Under the able guidance of Joe Bacon, pilots who had not yet cut their strings from the home field were encouraged, coaxed and literally booted away from the Hill for their Silver Badge distance attempts. A couple of the pilots enjoyed the X-C's so much they flew the same course the following day.

The Elmira area was blessed (soaring-wise) with a very arid spell through July and August and many days on end were good for long flights and X-C's. With numerous ships on the field a contest atmosphere was present in the operations on many days. The briefings on crewing, flight planning and retrieving was just enough encouragement to those who were on the brink of making their first cross-country flight.

Flying was not the only enjoyment at the camp. The evening barbecues, the side trips to Corning Glass Center and the Finger Lakes Region of New York State provided many happy hours for those who came as a family to combine soaring and a vacation.

EASC is planning to operate the Camp again in July and August of 1963. Advertising and other publicity will begin in February so clubs and individuals can get an early start in planning their vacations to include soaring.

HOWARD F. TRAMPENAU



Nutmeg Soaring Assn. Bethany, Conn.

Spring of this year saw the expansion of the Nutmeg Soaring Association from the original five members to the new maximum of twelve members. The club 1-26 did more circling than it has done in several seasons and Harvey Grele, one of the world's most avid, nonflying soaring enthusiasts, was swamped with requests to install trailer hitches and was put on frequent standby crew alert.

The season's most noteworthy adventures were Silver Badge endurance and altitude legs by Charlie Horton and Lee Marasco, and Charlie's 142-mile flight from Bethany to Hyannis, Mass. Although these flights are not of world

proportion, they were accomplished in pure thermal soaring, in Connecticut, where any downwind flight of much more than 142 miles might well put the pilot in the middle of the Atlantic Ocean. Charlie's flight established a new state distance record.

The season's first competitive soaring was done by Ev Keeler and Connie Moeller at the Wurtsboro Memorial Day meet. Connie and Ev both flew their 1-23G. Connie finished third and Ev, who finished fourth, won the sportsmanship award.

Steve Brogan, with the club 1-26, joined Ev, Connie, and Steve duPont (flying his HP-10) for the Mohawk Valley Soaring Contest at Ballston Airport, where Connie placed first and Steve duPont third.

During midsummer, most of the flying was local with the exception of some cross-country flights by Connie in the 1-23G. The season's final competitive flying was done at the Labor Day meet at Hiller Airport. Weather and Sky Shield 3 eliminated two of the three possible contest days, but everyone who attended had a great time with the social activities which fit so easily into the general atmosphere at Hiller. Ev, flying the 1-23G, won the speed task over a triangular course, to win the meet.

With only anticipation of the Snowbird Meet to spark the rest of the flying season, the club's fall meeting was held, hosted by the Keelers. All agreed that Elly Keeler is to a soaring group's appetite what Harvey Grele is to trailer hitches.

Dr. and Mrs. Paul MacCready, Sr., held the group's complete attention with a color movie of the 1956 World Soaring Championships in France, which Paul, Jr., won. Their discussion related the many little incidents which occurred during the winning of a world championship. The showing of a film from the SSA film library completed the entertainment, and a business meeting was held which resulted in a decision to refabric the 1-26. The formal doings were finished up by electing Lee Marasco as president and Steve Brogan as secretary-treasurer for the coming year. Hangar flying commenced, and continued throughout the night.

Pikes Peak Soaring Assn. 525 Berglund Road, Route 1 Colorado Springs, Colorado A Chapter of SSA

Colorado Springs has now become the soaring center of Colorado. Our Pikes Peak Soaring Association is filled to capacity of 20 members with several associate members on a waiting list. We have an excellent soaring site which is located on the Mark Wild Ranch several miles NE of Colorado Springs. We have a new 48 x 80 Butler hangar which will hold about five sailplanes and we're about to start a 32 x 40-foot clubhouse. The Denver Soaring Club has recently moved their operations to our site and will help support the improvements.

Our association is presently leasing a Schweizer 2-22C training sailplane from Wave Flights, Inc., which is the Schweizer dealer for Eastern Colorado. A new 1-26 became available in November. This will be equipped for high al-