

# 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.

## The Associated Glider Clubs of So. Calif., Ltd. San Diego, Calif.

Here it is again! Absolutely and positively the last Torrey Pines Soaring Meet (we said that last year, too)! This time it seems that the death knell is really sounding for the Torrey Pines Gliderport. After many delays, the ground is scheduled to be broken for the proposed medical research lab on Torrey Pines Mesa. There is very little chance that the FAA would permit operations on a scale such as that of the meet, once the buildings have been erected. Clearance has been received from the city, however, to proceed with this year's meet.

Local publicity has been excellent this year, due to the efforts of Bill Petre, our PR Director. Advance sale of parking tickets plus this fine coverage should ensure a large crowd of spectators. As usual, there will be a PA system, a printed program, and a QUEEN to keep the crowd amused.

## Blue Ridge Soaring Club Dublin, Va.

The Blue Ridge Soaring Club is now a reality! After several months of organizing efforts and checking out various sailplanes, the club has purchased a 2-22C and our interest is "soaring." Our sailplane was purchased from Jim Doyle in Ballard Vale, Mass. It is 1½ years old and in excellent condition.

We now have 17 members and are actively developing a training program as membership is not limited to persons with flying experience. We have contacted other clubs regarding their training methods and are receiving useful information which is helping to shape our program. We are hoping that the combination of several experienced pilots, an organized training program, and the 2-22C will enable us to solo

many members and contribute to the growth of the soaring movement, in addition to earning Silver C's.

The club's operating site is the Mew River Valley Airport at Dublin, Va. We feel that this is one of the finest soaring sites in the East. The facilities are new, and the paved runway is 4800 ft. long with beautifully graded grass strips. The surrounding terrain is flat and unobstructed. Ridge lift is available from long ridges about 800 ft. high within three miles of the airport. The power traffic is very light. Need I say more?

BILL FELDBAUMER

## Chicagoland Glider Council Joliet, Ill.

With enthusiasm running high among all our associates of the Glider Council, wasn't it surprising to have such a let-down from the most important factor of the entire Labor Day Meet (the weather). Despite the fact that in consequence our flying activities were somewhat water-logged, we did manage to have a limited amount of flying each day.

The Meet was well attended by our own members, and many notable national figures in soaring were present, including the new U.S. Soaring Champion, A.J. Smith, with his all-wood LO-150, Richard Schreder with his new, all-metal HP-10, Joe Emons (HP-10), Bill Coverdale (K-8B) and, of course, our own Council members Kit Drew with the Ka-6B and Harold Jensen with his trusty LO-150.

A total of 27 registered pilots representing 24 sailplanes (10 from the Chicago area) attended the 3-day meet. Unfortunately, two days were no-contest days. The towing was adequately taken care of by the Chicago Glider Club's L-5, the North side PA-12, the Illini Super Cub and the St. Louis Super Cub.

This meet will probably be remembered as one in which no notable achievements were attained, but with this calibre of pilot present, imagine what might have been had we had fine weather cumulus in place of the ever present cumulonimbus.

One interesting event during the meet was to see Tom Page in his all-white 1-26 after finding terrific lift on the forward edge of a squall line, come spinning out of it to avoid being drawn into the seething clouds. Gilbert Fuller was testing conditions at the same time in his Cherokee II. Both sailplanes landed safely just as the storm lashed across the field.

Galen Asher and Spud Kohler tied for

first place with their endurance of 35 minutes each (I repeat — 35 minutes!). Absolute altitude went to Dick Schreder with 2600 feet. Bob Hupe in his Ka-6 made the best showing in the distance field with 12 miles.

The highlight of the meet was a party hosted by Alice and Harold Jensen, and once again precipitation took place in varying intensities during most of the evening. However, an excellent time was had by all.

STANLEY A. CALE

## Columbia Basin Soaring Assn. Richland, Washington A Chapter of SSA

Winter has come to Washington. One week we had five inches of snow in Richland, but an overnight Chinook Wind with gusts up to 90 mph melted it all in one night. When the wind had reduced to about 40 mph, Ed McClanahan and I went up for about 3 hours. We reached 7000 ft. in a weak wave. So far this has been our only December flying. Now we look forward to the slow months of January and February.

RUDY ALLEMANN

## Elmira Area Soaring Corp. Elmira, N.Y.

### A Chapter of SSA

The 1961 Snowbird Meet held annually at Harris Hill over the Thanksgiving weekend was the largest and most successful ever held. Three good flying days, a steady round of parties and a wonderful air of friendship prevailed.

A delegation, 34 members strong, came down from Canada to help things along and one of their group, Jack Ames, of Toronto helped himself to the first place trophy.

We wish to thank all our friends who participated and welcome them back for 1962.

JACK REYNOLDS

## El Paso Soaring Assn. El Paso, Texas

The Club has wonderful news for its members and all other soaring enthusiasts. In conjunction with the Skydivers Association of El Paso, we now have our own strip located on the northeast edge of the El Paso city limits. The location is ideal. We get the standing wave off the Franklin Mountains (which are just three miles west) in the winter time, and thermals in the summer. The land for the strip is owned by Radioplane, Inc., and they were kind enough to donate the use of it to the Skydivers and ourselves. We are really excited about the prospects of operating here. It couldn't be better for our purposes. No more driving 50 to 80 miles to set up the sailplane (a small price to pay, granted, but so much better if you don't have to do it, driving being as hazardous as it is).

During 28-30 December, a national skydiving contest was held at our strip in conjunction with other activities of the El Paso Sun Carnival week. We are proud of our association with the Skydivers and recommend it for other soaring clubs. Because of similarity of operation (both require an airplane and a place to operate) it can be mutually beneficial to both to pool their interests and pull together.

WALL MCGINNIS



The Schweizer 2-22 operated by the Southern California Soaring Assn. Flight Group on Mirage Dry Lake. Tow wire and line chute are hooked up, ready for instructor Les Benis to go up with a student.

Photo by  
Bob Aronson