

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.

Antelope Valley Soaring Club El Mirage Field, Calif. A Chapter of SSA

Our club took advantage of the wonderful soaring at our home field of El Mirage, Calif., last summer. Many badges and legs, including one diamond altitude, have been logged. We look back with pride to 1961 and congratulate the members on their achievements.

The December election meeting day got off to a good start with the Douglas Club's P-R getting into a wave. Bill Brinkmann in the 1-23G took the next tow and went to 12,300. He states that it was one of the most interesting flights he has had, and as you might know, the cameras were in the car. Jack Arkovitch took the club 1-26 to 8,000. Everyone was well pleased and happy the way conditions developed. At the close of the day, everyone headed to the Lazy 3 Cafe and the meeting was held while we thawed out. Detrich Neef and Richard Hunt were voted into the club. Both men have several thousand hours of power time. Neef has had about 100 hours of glider time and Hunt is very interested in soaring. We welcome them.

The officers elected for 1962 are: George Uveges, President; Bob Gravance, Vice-President; Carl Brinkmann, Sec.-Treas.; and Tom Jenkins, Gordon Wheeler and Russell Hawkes as directors.

Our installation and awards dinner will be held Sat., Jan. 13, 1962, at 7:30 p.m., at Tip's Restaurant on highway 6 between San Fernando and Palmdale. Our wives, girl friends and friends will attend. We would like to extend an invitation to our friends in soaring to join us. We plan to have speakers, slides and films and a real time of fellowship. There is a choice of steak at \$3.60 or ham at \$2.60, plus tax and tip.

We wish everyone a "Happy New Year" and may your achievements be many in the soaring days ahead.

CARL BRINKMANN

Long Island Soaring Assn. Long Island, New York A Chapter of SSA

I believe the Long Island Soaring Association is one of the largest Chapters of the SSA; in members, with 40, and in equipment, with two 1-26's, a 2-22C, and 3 powered aircraft equipped to tow (an L-5, PA-12, and PA-22). In spite of the handicap of being on an Island (the BGA shouldn't complain, they don't have New York City to cross, up or cross-wind, only the English Channel) we are quite proud of our FAI and FAA ratings obtained dur-

ing 1961. So far we have had 6 Private Glider ratings and 1 FAA Pilot Examiner-Glider rating. There were two C pins, 6 Silver C altitude legs, four Silver C distance legs, and three Duration legs. These completed the Silver C requirements for five of our members. The three club aircraft flew 240 flights for 171 hours. We expect to get the rest of the club enthused about soaring during the next year. At the present time only about half of our members are checked out in sailplanes. We expect to have at least two more rated glider instructors by the time the spring soaring starts, and to have a great year in 1962.

BOB SMITH

Nevada Soaring Assn., Inc. Reno, Nevada A Chapter of SSA

From the commencement of flying on April 9th to Ed Blalock's flight in falling snow in late October, the 1961 soaring season was a most successful one for the Nevada Soaring Association. The only disappointment was the discovery, early in June, of warped ribs in the TG-3A wing, leaving only the L-K for the summer's operations. However, over 276 flights were logged by the L-K at an average of 27 minutes per flight, all on auto tow.

The Dry Lake and Nevada conditions attracted more Northern California pilots this year than ever; however, none came from the San Francisco Bay area. A good number of families spent a week or two of their vacations at the Lake (and this without any permanent facilities, which we are hopeful will soon be possible). Up to 16 ships and 80 enthusiasts were present on the three long weekends, Labor Day, July 4th and Memorial Day. Les Arnold, of Hayward, California, shifted a portion of his commercial operation to the Lake for over a month. The "Sac" Club left their TG-3A and Nimbus at the site all summer and shared with the Nevada Club the purchase and upkeep of the tow car and tow wires.

As usual, a very special appreciation goes to the Blalocks, Ed and Vi. They spent nearly three months camped at the Lake, enabling all to leave the ships assembled and ready to fly. Vi prepared wonderful food each day for from two to 80 people. Our Club members could leave from work at five, fly the ridge and evening lift until dusk and then enjoy a hot meal in the desert twilight.

The winter project has begun; new ribs and cover for the TG-3A wings and an oxygen system for the L-K, in preparation for wave flying in February. A new joint Sac-Nev tow car, a 1956 Buick, has been purchased with proceeds from the tow fees taken in last summer by the 1952 DeSoto which made over 630 tows. The "Sac" Club has commenced plans for the building of a winch. Plans are in the making for the purchase of land at the Dry Lake and the building of permanent facilities. Also under consideration is a new soaring site at the top of Geiger Grade, 3000 feet above Washoe Valley which, if culminated, will make the most dramatic soaring in the Country.

We cordially invite all who are able to visit and fly with us next year.

CHARLES GLATTLY

Tulsa Skyhawks Tulsa, Oklahoma A Chapter of SSA

The Skyhawks have been on the ground nesting for the past two months, due to damage to one of their birds, the TG-2, during the recent contest held in Stillwater, Okla. However, it should be back in the air soon.

By the first of the year it is hoped to have an L-K and a Cherokee flying; perhaps a 1-23 if Dorman Brown is lucky in finding one (maybe Santa Claus will leave it under the Christmas Tree or something). From the way things look, 1962 is going to be a good year for the Skyhawks.

It hasn't been announced yet as to where the Second Great Plains Soaring Championship is to be held, but just in case Wichita, Texas, Missouri, Illinois, or anyone would offer, the Skyhawks would attend.

The Tulsa Skyhawks are starting a new project. This is the first announcement of it, and we do hope that the Soaring Society of America approves of it. We are trying to obtain a flag from each state in order that we may send them all to the contest site each year during the National Meet. We will pay all expenses and costs to have them sent each year, as well as the cost to have them returned to Tulsa. It seems that each year there are just a few flags and we have decided that if all the flags were collected and sent at the same time, they would add color and distinction to the Nationals. We have the Oklahoma State Flag and Julien Audette has advised us that he will send one for Canada. If one person in each club will take it upon himself to write us and supply us with his state flag, we will send the money for shipment or if the flag has to be purchased we will pay the cost. We will publish a list of the flags obtained each month in *Soaring* in order that you will be posted as to the flags needed. Write to the Tulsa Skyhawks Soaring Club, P.O. Box 1345 Tulsa, Oklahoma.

JAMES L. RHINE

School News

Thermal-G-Gliderport

The Second Annual "Frost Bite Meet" was held at the "Thermal-G-Ranch Gliderport," Waterford, Pa., Nov. 24-26th. First place honors went to Len Samuelson of Pittsburgh, Pa. Second place to Victor Peres of Erie, Pa., and third place was a tie between Fritz Seger of Erie, Pa., and Ken Beyers of Kent, Ohio.

A perpetual trophy plaque, in memory of George Damm, for the winner of the Frost Bite Meet was donated by Slim Pryor of Cleveland, Ohio.

Ken Beyers of Kent, Ohio, turned in the best flight of the meet. Ken was presented with a lava carving of the Hawaiian good luck god and a Hawaiian flag. This trophy was donated by Thomas J. Winkler of Honolulu, Hawaii.

The best flight of the year at the Thermal-G-Ranch Gliderport was made by Fritz Seger of Erie, Pa. For this flight, he was presented 5000 U.S. copper pennies in a piggy bank. Saturday evening pilots, families and friends enjoyed an informal party with plenty to eat, movies and lots of hangar flying.

LARRY GEHRLEIN, SR.