

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.

Kansas Soaring Association Wichita, Kansas A Chapter of SSA

Harry C. Higgins became the first pilot to complete a Gold Badge in Kansas when he made a 215-mile flight on April 19th from Dodge City, Kansas, to the Lexington, Nebraska, airport. His altitude leg had been completed earlier.

Harry was also the first to complete a Silver Badge in Kansas, back in 1958.

Kansas Soaring Association members are excited by Harry's success, and take it as a good omen for the 1962 season. The same L-K sailplane, incidentally, has made no less than four cross-country flights of better than 100 miles this spring. The other pilots were Paul Wilson, 197 miles; Fay Edwards, 143 miles; and Bernie Mohr, 138 miles.

In addition, Marshall Claybourn made a 115-mile flight in his L-26 on April 15th, which was a marginal day. This was Marshall's first time up in more than a year, since he was completely tied up with National Contest duties last year.

PAUL WILSON

Minnesota Soaring Club Northfield, Minnesota A Chapter of SSA

The winter here, too, was very cold and snowy and lasted quite long. Some of our members had to start the year out with soaring and on January first, several flights were made. Some activity took place now and then during the next several months by the "rugged" individualists.

But now the season has begun, with a fine opening. At the end of April, Harry Meline, while at Edwards AFB in Calif.,

just happened to drop by Tehachapi on a Saturday and, lo and behold, at 5:00 P.M. went up in a L-26 with barograph and oxygen. Aero tow was to 6,000 ft. (10,000 ft. ASL) and an altitude of 28,060 ft. was reached.

Back here in Minnesota that very same week, Lachland Ohman decided to take a day off and try some soaring. Conditions tempted him toward his first cross-country sailplane flight. Result: 54 miles NNE to Forest Lake (Journey's End Airport). This was a really enjoyable afternoon flight, with take-off at 1:00 P.M. and leisurely soaring cross-country in the L-26 for three hours, reaching altitudes of 6,000 ft. under spotty cumulus clouds.

Members will be enthusiastically working for completion of Silver Badges and other awards, and lots of good soaring flight time in the L-26's and the TG-2 over this gopher land. Yes, we keep filling in holes in the take-off and landing areas.

GINNY MAYER

North Georgia Soaring Society Atlanta, Ga.

A Chapter of SSA

While the May drought made it difficult for the cotton and peanut growers in Georgia it did bring fine thermal conditions for most of the month, with cloud bases ranging up to 6500 feet.

A new L-K was added to the fleet now operating from Parkaire (near Marietta) by co-owners Jack Dunn and John Karlovich. Duane Eisenbeiss and Jack Dunn successfully completed their Silver Badge cross-country flights by making the run to Monroe, Georgia, on the 20th of May. The following week John Wallace made the same 43-mile flight without benefit of a working barograph. Herb Muncy and his cohorts are still trying to round up enough chicken feathers to finish covering their new Pratt-Read.

At the Society's meeting on May 25th a new grade of member was established; affiliate member. This reduced-cost membership was suggested to enable semi-active members to stay on the club rolls (without franchise or rights to use club equipment) and to familiarize newcomers to soaring with our sport. CU in '62.

JOHN WALLACE

The Schweizer 2-22C operated by The Soaring Dutchmen, Inc., of Kutztown, Pa., takes off with Dr. Lowell C. Yund at the controls. The club's symbol is the black Amish hat.



Odessa Soaring Club Odessa, Texas

Now that the soaring season has opened again for the Odessa Soaring Club, we wish to submit a progress report to our soaring friends.

In March we completed the Eonnex covering of our L-19 wings and elevator. Also, a new instrument panel, airspeed indicator and seat upholstery have been added. I must confess that under her new coat of white enamel she sure looks 100% better than at the close of the season. Our new license was issued April 14th, and immediately we took her to the flight line. We were also anxious to try out our winch, which had undergone a major face-lifting.

That afternoon we made 15 launches and all club members flew the ship. The next day about 25 more launches were made to an average height of 1000 ft. Thermal activity was present, but unusable, as a 20-mph wind quickly drifted us off the field.

Our next full day of activity was May 5th. Conditions were very good and all members present had at least one soaring flight. Altitudes ranged from 4000 to 8000 feet.

At this writing, a trip to McCamey, Texas, is planned, where some good soaring is hoped for. So, to all the people who have flown L-19 N91818, we think she flies better than ever.

BILL SHUMAKE

Philadelphia Glider Council, Inc. Hilltown, Pa.

A Chapter of SSA

PGC's annual "Open House" will be held during the period from Saturday, July 21st to Sunday, July 29th at the Club's field at Hilltown, Pa. All soaring enthusiasts are invited to come join in a week of soaring, leisurely or otherwise, depending on the individual appetite. The clubhouse will be open to guests as well as the swimming hole, tow facilities (150-H.P. PA-18), wooded picnic area, etc. Our Open House Chairman is Mr. Lynd Daggett, 204 Brookthorpe Circle, Broomall, Pa.

We now have ten ships at the field including five L-26's, a L-22, three L-K's and a L-23D. Our one large hangar is the scene of some almost comical jack-straw stowing operations and as a result, several private tee hangars have sprung up and more will probably follow. Thee (Theodore) Garnett is completely immersed in a Cherokee II project which, according to Thee, is around 80% complete, so we may have a Wooden Indian on our roster as well. His tales of doing it from "scratch" make at least one L-26 builder feel like a piker.

We may have a useful wave condition in our backyard, unappreciated until recently when some exploratory flights were made late last year. It seems to be generated by a ridge near Allentown in a north wind. When I get more details on this I will send them along.

LIV MORRIS

Soarheads Panama City, Florida A Chapter of SSA

April saw our annual meeting and reelection of Al Uhalt as President and Jack Elliot as Vice-President until our up-and-coming incorporation takes effect. Bob