

# 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.

## Columbia Soaring Club, Inc. Columbia, South Carolina A Chapter of SSA

The Columbia Soaring Club has continued with much success at our Pontiac, S. C., strip, using auto towing with releases between 900 to 1400 ft., of which a large percentage results in soaring flights. Occasionally, cloud bases are up to 7,000 ft. and on some days we are fortunate enough to have the 2-22 and the two 1-26's all up together. John Raines, G. P. Hedrick, and Bill Hampton have soloed the 2-22, with Hampton now flying the 1-26. Bill Castles has made his Silver Badge duration with a flight of 6½ hours recently and Al Burnside made his Silver distance leg. We won't mention Al's landing in a farmer's pasture and being received in a manner that made John Glenn's venture into space seem like child's play. When T. I. Weston and I finally located him, the farmer's daughter was helping the poor, unfortunate aviator dismantle the 1-26.

Our group has visited the Dublin, Va., group and congratulated them on their fine facilities. We also drive and fly up to the Burlington, N. C.'s group and have been enjoying the hospitality and flying of the new Bermuda High Soaring School at Chester, S. C. Needless to state, any club that is not participating in this type of visitation of flying, with the resulting exchange of theories, techniques and generally exaggerated experiences (flying, that is) does miss a very important function and purpose of what we are trying to achieve.

We are presently taking the advice of the SSA's suggestion that recognized state soaring records be formulated and established in the manner in which they are ever-present to try to equal and exceed.

Our club has finally achieved its first Silver Badge award and this was accomplished by its secretary, the undersigned.

MORRIS A. KLINE

## Mid-Georgia Soaring Assn., Inc., Atlanta, Georgia A Chapter of SSA

The North Georgia Soaring Society and the Mid-Georgia Soaring Assn., Inc., are now combined under the name of Mid-Georgia Soaring Association, Inc. We hope the loss of one SSA Chapter will be balanced by the greater strength of the other one. The officers of the combined club are as follows: president, Dr. Kenneth Grubbs; vice-president, John Wallace; secretary,

Joseph Davis; and treasurer, Alvan Barrett.

The club is presently operating at Parkaire Field, Marietta, Georgia. The departure of Major Bachtell for Washington in August ended a memorable era in Georgia soaring, but there is enough enthusiasm here to replace Lin's towplane with one of our own and to continue the weekly assaults on Georgia's thermals.

J. T. DAVIS

## Sooner Soaring Society, Inc. Oklahoma City, Okla.

Our TG-3A was finally assembled in mid-August at Wiley Post airport. The towhook had been installed on the Cessna 170 a few days earlier and all we needed was inspiration. The weather was too good to wait and so approval for "pattern" flights was requested from the tower and received. Our first day of operation resulted in three flights on airplane tow and one broken towline.

The following weekend the sailplane was moved to Cimarron Field and flying in earnest really began. The ABC program is being followed to the letter and two A Badges have been awarded to Vernon Thorp and Don Turner. We have found that auto tow is well suited to our needs right now and are using that launch method exclusively. Approximately 30 flights have been made but none encountered any lift so all have been of short duration.

Instructor Don Burnworth has begun a student training program for our neophyte members and hopes to solo Bernie Stilwell before the winter arrives.

Incidentally, we're a little proud that all of the September dues collected (\$2.00 per member) are in our surprise fund as all debts are paid. Our next venture will of course be a high-performance sailplane.

LARRY LYON

## Tri-Cities Soaring Society Endicott, New York

Like all new soaring clubs the TCSS has had its share of problems. We got off to a good start in April, but came to a sudden stop in June when the Stinson was no longer available for towing. June was

a sad month with no flying activity. During this time, at nearby Harris Hill, a J-3 Cub was being converted into a towplane by several persons. The bulk of the work was done by Jack Wilkins, but many helpful hands were pressed into service to speed up this job. By the middle of July the 85-h.p. engine was installed and the Cub was ready for its flight test. This was made by Dana Smith, an I.A. who helped with the project. Dana announced that the Cub was OK, so the necessary paper work was completed and the ship was licensed.

After one week of breaking in the engine, Bill Frutchy made the first glider tow with Joe Bacon in the 1-20. Joe then flew a 2-22C solo and this took four minutes to get to 1000 ft. After that several 1500 foot tows were made with two people in the 2-22C.

With a full-time towplane available the TCSS's 2-22C began to fly again seven days a week at Endicott. By the end of August, Joe Gelinger had checked out six new tow pilots. This Cub has its best climb at 53 mph and the average rate of climb is 250 fpm. Most 2000-foot tows take eight minutes which isn't bad for this type of tow plane. At 53 mph on tow, the 2-22C is easy to fly making this difficult part of glider training much easier for the students. The Cub usually leaves the ground immediately after the glider and it is surprising how this combination quickly takes to the air.

I am happy to report that six members have been soloed and several one-hour flights have been made. With 20 members we limit each flight to one hour. Plans are now being made for the Private Glider flight test for these solo students. It is obvious that we need a second sailplane, preferably a 1-26. We hope to find a solution to this problem during the winter months.

The month of August was a very active one. We made 149 aero tows logging 44:31 hours. The following have soloed the 2-22C: Bob Walter, Leo Pons, Joe Gelinger, Lou Sunderland, Ed Rent and John Runcigay. The following have been checked out as tow pilots: Joe Gelinger, Buck Littlejohn, Jim Stone, Leo Pons, Lou Sunderland, Phil James, Joe Perrucci, John Brunner and Dick Coleman.

JOE PERRUCCI

Ed Conkling flying  
the North Penn  
Squadron Soaring  
Association's  
Schweizer 1-26  
sailplane near  
Montgomeryville,  
Pa. The club built  
the ship from a kit  
and it first flew on  
Aug. 26, 1962.

Photo by  
Ken Hoser

