

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.

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

It all started back in 1959 when my son Bill said, "Dad, how would you like to go see your old army camp this weekend?" I asked, "What is there of interest for you?" I was informed that the Torrey Pines Meet was being held.

The weather was bad when we arrived at my old gun point. There were many beautiful sailplanes being readied for the contest. We enjoyed seeing this enthusiastic group at work, little realizing how contagious this activity was. We saw a few flights before we had to leave and truly this was a beautiful sight, to see the planes with the ocean as background.

The following week we went to El Mirage, Calif. The first group we met were members of the Antelope Valley Soaring Club. They were very friendly and when Bill said he was interested in soaring, it wasn't long before Paul LaFrenier had Bill up for his first ride. Lessons were then taken from Ross Briegleb and soon that great day — solo. Bill then became a member of AVSC. We enjoyed this fine group very much.

Bob Cravance took me for a ride in the club TG-3A. This was a new experience for me. I could see why Bill enjoyed this sport so much. Jim Robinett asked me if I liked flying. My answer was yes! He said, "Figure out a way to work the rudder pedals and I'll teach you to fly." This was done, and AVSC took me into their wonderful club. Finally that day came for me when Robinett stepped out and said

"You don't need me back here now, have a good one." I did, and I still am.

We have met so many wonderful people in the sport of soaring. The Briegleb family, Irv Prue, Paul Bikle, Lloyd Licher and others too numerous to mention. I'm sure soaring's popularity is due to people like these all over the world and those who make up the clubs that take an interest in the "Stranger to Soaring."

I'm sure our friends represent a true cross section of the soaring world and I write this as a tribute to "Friends in Soaring" with sincere thanks.

CARL BRINKMANN

The Associated Glider Clubs of Southern Calif., Ltd. San Diego, Calif.

The AGCSC has reason to be proud, this month, of one of its distaff members. Helen Dick, long an active and enthusiastic soaring pilot, completed her Gold Badge with a 197-mile flight from Inyokern to Laws to Olancho, Calif., in the flat-top 1-23 which she owns jointly with John Williams. Thus, she joins the relatively thin ranks of feminine Gold Badge pilots.

On the social calendar for August is the annual Corn Roast, held at La Jolla Shores. This is the get-together that brings all of the old timers out of the woodwork for an afternoon and evening of hangar flying and fresh corn roasted in open fire pits.

Long Island Soaring Assn. Bayport, L.I., N.Y. A Chapter of SSA

July must certainly have been our most active month ever as the direct result of purchasing a new 150-horsepower Super Cub towplane. Our L-5 is now gone and to celebrate the newcomer we had 86 aero tows from Bayport during July, including those for Gene Pahl with the Republic Soaring Club L-K. Added to our autopulley launches, a new daybreak activity before the power flyers appear, this made a total of 104 flights for the month.

C Badges this season have been earned by Wayne Robinson and Charlie Ritter, while Tom Nilon went cross-country to complete his Silver Badge. In addition, Bill Roed and Artie Claus have obtained their commercial ratings. The first 5-hour flight over Long Island for this year was made by Bob

Smith in a club 1-26. We have been represented away from home by Rolf Bahrenburg at the Eastern Open and Gunny Bumburs at the Philadelphia Glider Council Open House.

On the social side, our early risers have been enjoying informal cookout breakfasts following the auto-pulley operations, and we are now looking forward to the annual picnic to be presided over by Al Jost, who has made these events such a success in the past.

MILES COVERDALE

Minnesota Soaring Club Northfield, Minn. A Chapter of SSA

The weather conditions over this part of the country have been quite "SAD" for weekend soaring pilots, but, some eager enthusiasts did accomplish the soaring achievements we all looked forward to this summer.

SILVER BADGES—Lach Ohman had his cross-country and altitude, and completed his badge with a 6½-hour duration flight in the 1-26. "Chuck" Whitmore earned his distance by making approximately an 80-mile flight over to Iowa. John Edwards completed a trial test triangular course for distance, taking photos at turning points.

Such flights were all accomplished on soaring weather *weekdays* in 1-26's. But, the weather had to fit itself into one of our members' plans. "Rusty" Bringentoff took off just before noon on a Saturday. A distance of approximately 76 miles cross-country from the airport, he landed in Wisconsin among the grain. Duration, altitude and some cross-country flights were made while in gliding and soaring operations in Germany well over 20 years ago—so, we may have another Silver Badge award.

C's—"Dutch" Trautwein, who has done a bit of power flying and has been observing soaring in many parts of the world, finally started and has earned a good duration C flight. Glenn Argetsinger, who began flying in the days of primary ships, is back again and earned a duration C flight of several hours, in the 1-26.

The 125 H.P. Piper is still our active towplane. It has double-towed the TG-2 and 1-26 for demonstration flights (between other well-known acts like the "Thunderbirds," etc.) at the "Aquatennial" Air Show here in Minneapolis.

Several of the group are active as towpilots, mainly, Lach Ohman, Harris Holler and Jim Struthers.

Interesting local flights are being made by most members, putting in many hours of soaring (gliding too) time. To fill the dismal "Soaring" weather weekends with activity, some precious members loaned their cars and tow rope and auto tows were kept in practice.

GINNY MAYER

Soaring Dutchmen, Inc. Kutztown, Pa.

The first day of the Soaring Dutchmen's "Fersommling" (gathering) started beautifully for six ships and nine pilots. Ships classified as high performance were a Ka-6BR, the custom "Alibi" and a 1-23. Intermediate ships were a Cherokee II and two 1-26's. Awards were made to winners in both classes. Winners were: high performance—1, G. H. Christiansen ("Alibi");



The "Soaring Dutchmen's" newest convert, radio and TV weatherman Wally Kinnan, shown after his first solo in the club's 2-22C.