

Club News

Edited by PETE HARVEY

Club reporters should submit items for this column to Pete at 17 Cawfield Lane, Huntington Sta., L.I., N.Y. Please try to limit news to one page of double-spaced typing on a separate sheet as it might appear in print (as regards capitals, indentations, etc.). Subject matter ought to cover that which is thought to be of general interest. Clubs with newsletters are requested to put Pete on the mailing list for same, in addition to Soaring.

Illini Glider Club 2022 Burlison Dr. Urbana, Illinois A Chapter of SSA

The Chicago Glider Club has instituted an incentive program for its members. A bulletin board hangs on their new clubhouse wall. Names of all members are listed in the left column. Across the top, columns are headed with all the F.A.I. badge awards, (and legs beyond Silver badge). The far right column tells what FAA Glider Rating the member has. It's very surprising to notice the sudden surge of activity of all members in attempting new legs and ratings. Sailplane pilots evidently do have egos!

DALE S. MAY

Cumulus Soaring Assn. Sky Manor, Pittstown, N.J.

We have finally got under way after some 14 months of the usual birth pangs. We feel that we are unusually well set up in that we have full use of Sky Manor Airport with three good turf runways, the longest 3400'. The club owns its own 2-22E and a 1-26 is available for rent to qualified members.

Hopefully ours will be an all-week operation. Enough of our members can fly on week days so that Saturday/Sunday crowds should be minimized, and we will have instructor and tow pilot available every day.

Current membership is 13 and we are actively interested in new members. At the organization meeting, Nov. 2nd, the following officers were elected: Ken Woodward, President; Chris Gerould, Secretary/Treasurer; Bill Zeng, Chair-

man, Flight Committee; Bob Theisz, Chairman, Maintenance Committee.

In closing, the club would like to express warm appreciation of their efforts to the officers and members of the Soaring Dutchmen of Allentown. They brought their 2-22 over for a busy weekend of demonstration rides and the interest that resulted was a big factor in getting us off the ground.

CHRIS GEROULD

Columbia Basin Soaring An. Vista Field, Richland Wash. A Chapter of SSA

Our new club consists of 12 members and two sailplanes. The 2-22C, N10373, we acquired from Morgan Locker of Muleshoe, Texas. The 1-26, N8606R, we acquired from Wally Scott of Odessa, Texas.

At present we have nine of our 12 members who have added a glider rating to their power pilot certificate. We will have six commercials and six privates.

So far, we have had only inter-club activities as we organized late in the season. As far as awards, we have not acquired as yet a barograph. All our activities are centered at the Hereford Municipal Airport where we have available storage, auto and aero tows. Our tow ship is a Piper Pawnee converted from a sprayer. Soaring conditions here are excellent with an abundance of landing fields and excellent thermals even this late in the year. We have already accumulated over 150 hours since August 27th.

Our future plans now include expansion of our club with additional sailplanes and more members. We hope to do some contest work next year, also.

GERALD MARTIN

Lilienthal Soaring Club of California, 12209 Allard Street, Norwalk, Calif. A Chapter of SSA

At long last, club activities are about to return to normal; and we have finally taken delivery of our two-place Kranich III from Germany. This is a real pleasure to fly and has surpassed the expectations of the skeptics.

Our few students have patiently

**Best Wishes for a
Merry Christmas
and a Peaceful and
Happy New Year
to all Glider Guiders
from
Pete and Ann Harvey**

waited these several months and now we hope to satisfy them by many training flights. The rest of the members have been flying the Grunau Baby so the wait was not too bad.

We now have 15 members and have become a chapter of SSA.

Membership is open and flight activities are at Skylark Field, Elsinore, California. Information can be obtained from the Secretary, Fred Thurner, at the above address.

CECIL F. BUCK

Mid-Atlantic Soaring Assn. Westminster, Md., Airport A Chapter of SSA

Earlier this year the idea of acquiring a high-performance sailplane for the club created slight interest among the membership. Not only was it economically unfeasible at the time, there were few potential users.

Since then our membership has increased by twelve without increasing our fleet. If the membership continues to grow, the purchase of a second ship may be a proper action. Unlike the 2-22 for which a small charge is made, a high-performance ship would be rented at an hourly rate, perhaps \$6.00 or so; flights would not be restricted to the single hour of the 2-22.

It may be assumed that those members who own high-performance sailplanes will have small personal interest in such an addition to the club fleet. Others, however, will favor the proposal. The Directors and the *Convactor* are greatly interested in the opinions of members on this subject.

In 1962, M-ASA added three new members to its roster. In the first three quarters of 1963 we have added twelve. This unprecedented influx has been a shot in the arm to the club, particularly in its training program. We are particularly fortunate to attract such vital people and hope we shall continue to do so.

Definition: POSITIVE, adj. mistaken at the top of one's voice.

WARREN E. PRICE

The last few weekends have been rather blab for soaring and there have been fewer flights at Westminster. Joe Varner's L-K is out of licence and Church's is being recovered. Joe is not satisfied with conditions, and the Brennan, Baird, Elliott triumvirate are nowhere to be found.

We also wish to report that MacLeod's Folly flew October 27th, before a covey of thunderstruck observers.

HOLIDAY

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