

# Club News

We have a volunteer so henceforth the editor of "Club News" will be Pete Harvey, 17 Cawfield Lane, Huntington Sta., L.I., N.Y. Club reporters should now submit items to him. Please try to limit news to one page of double-spaced typing on a separate sheet as it might appear in print (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*.

## Chicago Glider Club 342 Redbud Drive Naperville, Illinois A Chapter of SSA

The new Board of Directors of the Chicago Glider Club has been elected and consists of the following: Gordon Durlin, President; John Slack, Vice-President; Wylie Mullen, M.D., Secretary; Andrew Buccini, Treasurer; and Neal Ridenour, flight operations officer.

The May-Mullen-Hawker 1-23 has returned from Colorado and has been purchased by the club. Our good old TG-2, "Slowboat," was sold to the North Bay Soaring Association near San Francisco.

Neal and some other members have put a new propeller on our L-5 towplane and finally got the FAA approval for it. As I hear from the towpilots the towplane seems to perform much better with this new kind of prop.

Harold Jensen got his LO-150 back from Argentina after it was out of the country for five months. Apparently the weather conditions down there caused some damage to the surface of his ship and Harold is looking for an "iron glider" now.

Temporarily we have the 2-22 of the Civil Air Patrol from Crystal Lake tied down at our landing strip in order to get their future instructors indoctrinated and assisted by some of our members.

Weather has been so disappointing this spring season that we cannot report as many good flights as we expected. Besides Moon Mullen's Diamond goal flight to Newcasttle, Indiana, which was mentioned in the May issue of *Soaring* the only two Diamond distance flights made so far were by Dale May (367 miles to Ashland, Kentucky, in his Fauvette) and

by myself (314 miles to Elyria, Ohio, in a Ka-6). We hope to be able to report more outstanding flights in our next news column.

DR. HARMUT SCHMIDT

## Columbia Soaring Club 27 Woodhill Circle Columbia, S. C. A Chapter of SSA

Our small club is quite proud being that John Raines, John Conway, Bill Hampton and G. P. Hedrick have now soloed, all by auto tows and from our grass strip which either has more built-in cross-winds or down-winds than any strip this side of Hong Kong. Hampton, Hedrick and Conway had never flown before taking up soaring and still are very leery of those kinds of planes that must use engines, each thinking that engines are made only for auto tow cars and not dare to be trusted in the air.

T. I. Weston has his new 1-23H-15 due in early May and needless to state, we are all very excited but I'm receiving my share of jibes from him concerning termites, splinters, etc., due to my Ka-6CR which is now scheduled to arrive in early June. No matter how terrific a person is, there is always the jealousy side to him.

The Burlington, N.C., group casually invited us to join them on the last week in April and we descended upon them as flies over sugar with two 1-26's, one 2-22 and 16 men, women and kids with Art Scott bringing in Jim Clarkson and his son in their Cessna 172. A wonderful time was had by all as the hospitality of that group goes unsurpassed anywhere.

We still cannot figure out how they always arrange perfect weather for their rallies. I'm sure the preachers and the Met boys are receiving kickbacks under the table. T. I. took off in his 1-26 for his Silver duration and distance which of course put the finishing touches on a terrific weekend and we're all anxious for a repeat performance.

Scott Pennington has joined our club and we're now working on checking him out in the 2-22.

We never finished our reverse auto tow but hope to have some news in the next month. We are having such success with straight auto tows, being a great majority are soaring flights, that we are not anxious to change. Altitudes are generally 800 to 1450 ft. and give us terrific experience in nursing a small,

weak thermal at 800 ft. into something that will allow soaring up to altitudes of 8,000 ft., our present ceiling in April. This type of training we believe is extremely important when we are on our cross-country jaunts.

MORRIS KLINE, Secretary

## The Soaring Dutchmen Kutztown, Pa., Airport

The Soaring Dutchmen spent the winter refurbishing the 2-22, mostly in dressing up the cockpit, and adding an electric variometer. In March at the Allentown Sportsmen's Show, the club manned a booth with a display explaining basic principles and hung up the Miller-Moyer-Yund 1-26.

Dave Beltz, Lester Christman, Joel Heintzelman, and Charlie Wieder purchased a 1-26 kit on 1-26-63 (a good omen?) and have made good progress. They expect to fly in May.

Several wave flights over Hawk Mountain were made in February, the highest altitude being 9800 ft. This is not much compared to Tehachapi, but in your own back yard it's a lot of fun. On New Year's Day, Luther Moyer sat right over the airport at 5000 ft. for about 30 minutes, producing reports at the airport office that there was an airplane stuck up there, and did they know it?

Portions of the Sanderson courses—narrated film strips—on meteorology and navigation have been presented at the regular club meetings and have added a bit of instruction to the business and hangar flying.

Elections in April produced the following: President, Lowell Yund; Vice-President, Dave Beltz; Secretary, Donald Miller; and Treasurer, Fritz Bachman.

We, like everyone else, are looking forward to a good season, and will continue with our pet project—showing that good soaring is available right here.

LOWELL C. YUND

## South Florida Soaring Assn. 936 Cotorro Ave. Coral Gables, Florida

### SEBRING SAILPLANE GAGGLE

The weekend of April 20-21st hosted the second annual Sebring Sailplane Gaggle sponsored by SFSA. Once again the weather man smiled upon us and two days of good fun started.

An expected army of 30 hearty souls soon swelled to an unexpected mob of more than 60 and all facilities were overtaxed. Although there were only eight sailplanes, that number doubled the previous census and there were 78 flights made over the two days.

Only one contest was held, that being a Last-Man-Down-type in which the last man to land or the man with the highest altitude at sundown is the winner. To be eligible, each competing ship must have been aloft for at least an hour immediately preceding sundown. It turned out to be a battle of the Fritz's. Both Compton and Sebek fought weak afternoon thermals and the beckoning call of the cocktail hour to the result that Sebek was victorious after a little over two hours flying and Compton lost by two minutes after flying a little over four hours. This same smiling Sebek con-



The Schweizer 1-26 displayed by the Soaring Dutchman at the Allentown, Pa., Sportsmen's Show. A booth at right provided illustrated literature to describe the sport.

Photo by L. Yund