

Club News

Club reporters should submit items for this column directly to *Soaring*, Box 66071, Los Angeles 66, Calif. 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 should cover that which is thought to be of general interest.

A column editor is still being sought. Volunteers will be considered.

Columbia Basin Soaring Assn. 613 Catskill, Richland, Wash. A Chapter of SSA

1962 was another active and successful year for the Columbia Basin Soaring Assn. Although membership stayed fairly constant at about 20 members, with "new hires" balancing those who moved away, the year saw a lot of activity and many notable individual accomplishments. Some of the accomplishments, which have been reported in detail in other issues of *Soaring* by the accomplishers, included completion of Jim Hard's long-planned, and often attempted, Gold badge distance flight in his 1-19 utility glider and Rudy Allemann's completion of his Diamond badge; the second Washington Diamond badge, all legs of which were won here at home without the necessity of journeying to Texas or California.

Another accomplishment, also reported in *Soaring*, was the hosting by CBSA of a successful, SSA-sanctioned, "Memorial Day" Soaring Contest, actually a four-day (two weekends) contest plus a week-long soaring camp at Vista Field, Kennewick, our normal base of operations on the edge of the Columbia Basin wheat country.

Another activity, though not exactly an accomplishment, was the entrance of five of our members in the Nationals at El Mirage. Although none of the five (Ed McClanahan, Paul Palmer, Rudy Allemann, Bob Fisher or Bob Moore) finished in the Top Ten, all had their share of exciting adventures, and they contend that their 60% ship damage at least shows that they were competing

with vigor! And, Ed completed his Diamond badge there.

Our most important accomplishment, however, was doubtless the completion of a second season of flight training with the Schweizer 2-22C which we lease from Bob Chase, the NW Schweizer Dealer, for several months each spring for this purpose (c.f. Jan., '62 *Soaring* re. details of this arrangement). Credit for success of the '62 program is in a very large degree Ira Jacobson's—for arranging all the details of leasing the ship, recruiting many of the students, keeping everything coordinated (even issuing a weekly newsletter) and keeping all details running so smoothly that the instructors had nothing to do but instruct. Ira was ably assisted by Don Hoba, CBSA Treasurer, who handled the financial end. By the end of the three months, over 200 hours of training flights had been logged and six new pilots trained: Ron Chitwood, Jerry Landon, Miss Margaret (Micky) Miquelon, Bob Reynolds, Harry Welch and Larry Welch. All earned their C pins, also. Plans for the '63 training program are well underway with the burden of organizing the show being borne by Fred Porter (since Ira has moved to California—our loss and their gain).

Job opportunities in California still lure away some of our most active members (not that everyone in CBSA isn't real active!). Besides Ira Jacobson, Jerry Landon and former President Gene Rudock have succumbed to the lure of the Bay area. Micky Miquelon left us, also, for post-graduate study at the University of Illinois.

1963 finds two members, Larry Welch and Fred Porter, working furiously on Cherokees, which they bought in half-completed form. Jim Hard is also flying a Cherokee and aims to complete his Diamond badge in '63. Rudy Allemann has his Ka-6 almost back in the air and has modified the leading edge while about it. In 1963, CBSA plans to host a five-day, "Memorial Day," sanctioned contest at Vista Field, Kennewick, and to co-sponsor a sanctioned NW Regional Soaring Contest at Sun Valley, Idaho. CBSA's fortunes in '63 will be in charge of Jim Hard, President; Ron Chitwood, Secretary; and Bob Reynolds, Treasurer.

ROBERT LEE MOORE



Jim Smith, CBSA tow pilot, checks with Micky Miquelon about the tow prior to Mickey's C Badge solo flight.

Photo by Bob Moore

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

A great number of our members attended the SSA Board of Directors' meeting at the O'Hare Inn in January. For many of us, this was a rare opportunity to get acquainted with most of the soaring celebrities of this country. Everybody enjoyed the delightful dinner, after which there was a mutual introduction of all SSA members, and many humorous and appropriate remarks were exchanged.

Doc "Moon" Mullen has purchased Rudy Mozer's Ka-6, thereby increasing the number of sailplanes in our hangar to 11. The 1-23H of May-Hawker-Mullen is stationed at Colorado Springs throughout the winter and has caused a milk run of our glider pilots who want to gain their altitude legs. From the reports of several Gold badge altitude flights, we get the impression that this area seems to have consistently good possibilities for wave soaring.

Due to the efforts of our member Alex Aldott, we had a chance to put our Ka-7 club ship on display during the annual Sportsman's Show at the International Amphitheatre in Chicago. In connection with this event, Alex exhibited a number of his marvelous glider in-flight photos. Many SSA calendars and postcards were sold to the public and SSA literature distributed to interested persons.

DR. HARTMUT SCHMIDT

Columbia Soaring Club Box 306, Cayce, S.C. A Chapter of SSA

Since writing the last newsletter there has not been too much flying activity due to the terribly unseasonable weather; however, some flying has taken place, but mostly it has been gliding and not soaring.

There has been a good bit of activity otherwise, however, in that we now have three 1-26's on the field plus the club 2-22C. T. I. Weston bought a 1-26 from Northeastern Light Aircraft. The writer is expected to sell his 1-26 this spring as he is expecting his new Ka-6CR sometime in May. Several of the club members have expressed interest in purchasing this 1-26 and trailer and we all hope it will remain in Columbia. A reverse auto tow pulley has been made and rough trials began. Every indication is that altitudes of 1600 to 2200 ft. can be made. The only problem left to solve is how to keep our heavy 3/16 armored aircraft target cable from falling too rapidly and jumping the pulley or jamming it. We can't seem to get a parachute large enough to do the job. Probably, we will be forced to use torsion straightened music wire. The reverse auto tow principal was developed in Ireland and has been giving phenomenal altitudes from short fields. Two-way radio communication is a necessity, however. When we get our system going, we will send data in for publication as it surely is better than straight auto tow if your field is 3000 ft. or more in length.