

# 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*.

## Albuquerque Soaring Club 2717 Utah, N.E. Albuquerque, New Mexico A Chapter of SSA

It has been a long time since we have let the friends of ASC know what is going on.

We now operate from an FAA emergency strip called Otto, about 40 miles east of Albuquerque. The lone dirt runway is about 3800 feet long and is at 6200 feet MSL. The traffic is light with miles of open space around. An accident a few years ago kept us out of the air for a long time and now our emphasis is on safety.

Our operation uses a winch exclusively, which is a '52 Chrysler mounted on two wheels. At the suggestion of Lloyd we have two vertical and two horizontal rollers for a cable inlet. With this placed about 8 feet ahead of the reel we need no levelwind. We have also placed a head lamp on top of the winch to be used as a signal to the car towing the cable out. Thus, if there looks like a cable snarl coming up on the drum, the winch operator flicks the light on and the car towing the cable stops. Larry Gehrlein helped us out a lot via phone telling us about the 1/8-inch armored cable and the Nicopress swages for splicing. He also gave us hints on how to fly during the tow. With this set-up we con-

sistently make 1000 feet and have made 1500 feet in the 2-22C with C.G. hook. An electronic tensionmeter will be ready in a couple of weeks.

In the financial department we depreciate the 2-22 at 2% per month and the winch at 3% per month. Initiation fee is \$50. We insure ourselves by having a savings account to which we add \$2 per month per member. Another \$1 goes into an account to keep up our SSA dues. This comes to \$9 per month for each of our 14 members. The only other cost is 50c per tow and 10c of this is given to the owner of the car that tows the cable back after each flight.

KEN CORDES, President

## Midwestern Soaring Assn. 8600 Robandee Lane Kansas City, Mo. 64138 A Chapter of SSA

Neither flying enthusiasm nor club activities diminished completely during the winter months for this group here in western Missouri. Flight instruction was terminated in mid-November, however, to trailer the TG-3A in order to make room in the hangar to work on the two tow ships.

A newly purchased PA-18 was the first one to get a working over while the old standby J-5 was still used to tow the 1-26 into the air with marked regularity. Saturday, January 4th, was an exceptional day with 7 rides running from 20 minutes to over an hour. When the Super Cub was completed and licensed with tow hook and all, we began using it and tore into the J-5. We now have completed work on both craft and have two beautiful gleaming white tugs. (Incidentally, the J-5 is still for sale as advertised in this mag.)

Officers elected in February are Jack Bates, President; Vic Burcham, Veep; Lindy Underwood, Treasurer; and Bob Johnson, Secretary. Bob Brower has been named SSA State Governor for Western Missouri.

The TG-3A was washed, waxed and rigged on March 22nd, so our spring

flying program is well under way. Activities this year include production of some 16-mm movies and, hopefully, some wild, exciting shots with the 35-mm still camera.

Other club members passing through and just plain visitors are always welcome at East Kansas City airport every weekend.

R. A. JOHNSON, Secretary

## Metropolitan Airhoppers Soaring Association Wurtsboro, N.Y., Airport A Chapter of SSA

It seems as if it has been quite a while since we last appeared in print. We have had so many offers from members to be the permanent editor that it has been very difficult to decide which degree is the most important, journalism or English, so the position is still unfilled. Anybody else got a lie that will top that one?

We have had a few monthly meetings and a farewell party. At the annual meeting Lori Charchian, our President, was re-elected.

Two of our best members are leaving us. Alex Dawydoff is heading for the West Coast on April 3rd to become the new editor of *Soaring*. The other, Bill Stewart, has been transferred to Albuquerque, New Mexico. We had very little notice so couldn't send out cards, but Gabella's at Lakeville did us well with a roast beef dinner and the guests of honour were remembered with pewter mugs.

We made 15 tows on Saturday, March 7th.

We hope by this time that our working detail on the 28th proved a success and that the ships are assembled and tied out.

From The Wurtsboro Thermal

## Minnesota Soaring Club c/o Triangle Aviation Stanton, Minnesota A Chapter of SSA

The annual awards dinner of the Minnesota Soaring Club, planned by Charles Whitmore, SSA State Governor, was held on Friday evening, Feb. 14th. A fine turnout of most members of the SSA in this state, along with their wives and friends, were present at this affair. Reports were given by the two active clubs, the Minnesota Soaring Club who base at Carleton Airport in Stanton, Minnesota, and the Red Wing Soaring Assn. who base at Red Wing Airport. It was very interesting to hear the reports given, particularly regarding the number of ships now active, number of flights made, time put in, number of new "glider" rated pilots and also reports on the tow equipment. Several Silver badge legs of all types were earned during the past year and different types of soaring conditions over various types of terrain were reported on.

The following Minnesota state awards were presented by Charles Whitmore, through Master of Ceremonies John Edwards of the Minnesota Soaring Club: Duration—Charles Whitmore (8:05 hr., 1-26); certificates for state soaring records: Multiplace altitude gain and ab-

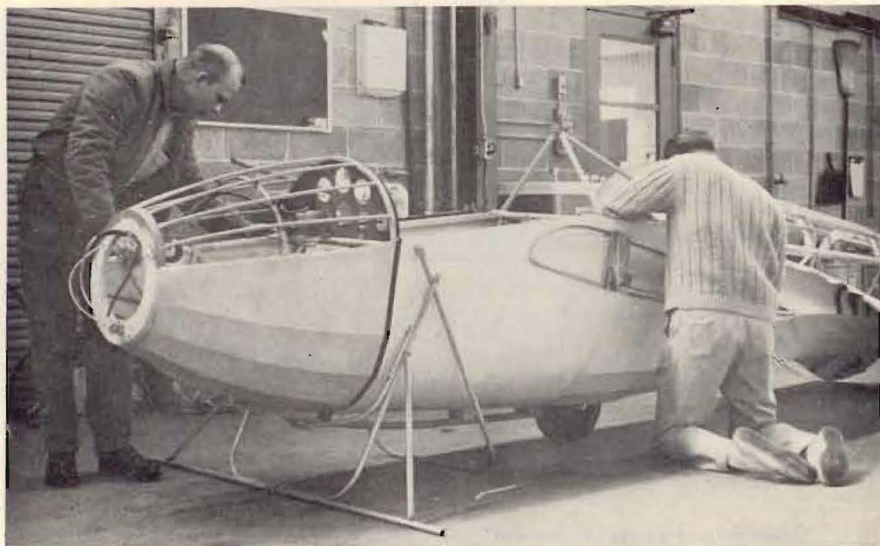


Photo by Roger Bard

Paul Drude (left) and Bill Rogers of the Illini Glider Club getting Will Schuermann's 1-26 ready for recovering and new fibreglass nose fairing. Note folding fuselage rack, a Tom Page design.