

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*.

A Message

From: The "Club News" Editor.

To: Fellow members of SSA, particularly club correspondents.

This section of *Soaring* is for the benefit of the clubs so that we may pass on high lights, news, gossip, social happenings or whatever you feel is going to be of interest to the rest of the soaring community.

In common with the rest of the people connected with soaring, I have to work for a living. (I am a First Officer with United Air Lines.) Lloyd landed me with this job when I called him on a layover in Los Angeles one day to get some information about an accident. I like the job, I enjoy being able to help SSA in some small way. May I please ask if you would help me.

I receive, either directly or through Lloyd, most of the club newsletters. Some of them are almost impossible to summarize, as I don't know what you consider important. Would you please mark in red the paragraphs you feel you would like used.

To the ladies who seem to be bearing the brunt of the correspondence and who do so well, even to the extent of sending me a ready-typed precis, my sincere thanks.

To the fellows who send me written or typed news, thanks a lot, just keep the news coming.

Incidentally, the most pressing need seems to be for a medium- to high-performance trainer for average conditions if my assessment of most letters is correct. My own feeling is that it must be available for \$5,000 or less. What do you think?

The Club News Letter

By virtue of being the "Club News" Editor, I am lucky enough to receive most, if not all, of the clubs newsletters.

The titles are enough to make a Long Islander wish for a move to some of the exotic places named. Most of them seem to be typed first and then duplicated plus some excellent art work on the lead sheet. *Wind and Wings*, of the Associated Glider Clubs of Southern California, edited by Sylvia Colton, is my favorite in this respect. *The Thermal* of the Southern California Soaring Association, who seem to be lucky enough to be able to switch editors every month, and *Sacramento Sailplane* of the Sacramento Soaring Club employ maps as their frontispiece.

Texas Spirals of the Texas Soaring Association edited by George Coder and published by Danny Sheffield, is just what one would expect from the Lone Star State. The November issue that I am looking at now is excellent. I will make a quick precis of the article I especially approved.

"Safety is no accident.

"Accidents just don't happen; they are caused.

The article goes on to score complacency saying that most everyone believes that this can never happen to him. (It happened to me.) Aviation is like the sea; it is not inherently dangerous but awfully unforgiving.

Then follows a description of the write-off of a Pratt-Read in which everything was done according to the rules. The P-R was two years in rebuilding. It was inspected by licensed aircraft mechanics and two FAA inspectors. This took two weeks. Pilot donned a *licensed* chute and was aero towed off. Soared to 6000' and proceeded with test flying. While in a spin, elevator control was lost, and the pilot left the ship and proceeded to land safely. The P-R was demolished.

If the P-R had not been test flown properly, this failure would have taken place at low altitude with almost certain fatal consequences. If all the rules governing licensing had not been followed, the pilot would probably have lost his license and been fined too.

Then follows a report of an accident to the Ka-7 of TSA. It was caused by the dive brakes locking open which caused a phenomenal rate of descent. This incident, which caused major damage to the Ka-7, was apparently due to a warped dive brake web engaging a sealer strip, and resulted in injuries to the two pilots, luckily not of a catastrophic nature.

LISA News of the Long Island Soaring Association, edited by Harold F. Smith, reports on the trip to Sugarbush, Vermont, by Harold Wheeler and Gunny

Bumburs. This seems like a good place for us Easterners. Seems that 6- and 8-hour flights are common and that wave soaring is excellent, many pilots make 16,000 ft. or more. Facilities at the Alpen Inn and Sugarbush Inn are rated as excellent. A spring meet is planned and we hope that details will be forwarded in plenty of time so we can publish them for your benefit.

They also go on to a description of the Snowbird Meet at Elmira. Seems snow was the operative word. They wax lyrical over the performance of the 2-32.

NEWSLETTER of the Soaring Society of Dayton strikes while the iron is hot and includes an application for membership with their December issue.

The *Chicago Glider Council Newsletter* which changes editors regularly seems to report flights of over 100 miles as normal and there seems to be a great deal of interest in the HP-11 in their ranks.

Connector of the Mid-Atlantic Soaring Association is designed for reading on a crowded bus or train. It is like the size of a tabloid compared to the *Times*. Can always tell when it arrives as my wife says it is like my instrument rating. It is printed on a light blue stock and if the sky matches the paper then all is well. They manage to get a fantastic amount of information into it and can usually report some worthy flights.

Jet Stream of the O.S.U. and Buckeye Glider Clubs, edited by W. Harlamert, brings out a point that many of the other clubs have mentioned from time to time. Maintenance of equipment requires time and it is essential to have equipment in good condition. If you can't give the time, then the maintenance must be done outside the club and this costs money. Assessments aren't popular, but neither are work parties.

Up-Drafts of the New England Soaring Association, edited by Don Williams, and *Topeka Soaring Club Newsletter* edited by Lee and Albryn Weber, both report on local activities; while the NESA boys discuss Sugarbush, Doc Weber appeals for some news to be sent him.

Arizona Air Currents of the Arizona Soaring Association, who also manage to change editors each issue, have exotic sailplanes on their front cover. They too are pointing out that any flying machine is no place to be with "Head UP and LOCKED."

I had intended to photograph the covers of the newsletters and come up with a real arty heading but the Rollei is loaded with color film of high ASA rating and the Contax is simply without film and I can see Lloyd with twenty frames of a still life cover. So until next time, Happy Landings!

PETE HARVEY



Members of the Hawkeye Soaring Club of Fort Dodge, Iowa, with their 1-26 after a day of soaring. Kneeling, L. to R., Don Kersten (SSA State Governor), Ross Nesler, Art and Jeff Brooks. Standing, L. to R. Fred Davey, Bill Nesler. The Neslers run the airport, Ross being an FAA designated examiner.

Photo by Marvin Ponsar

Lamesa Soaring Assn. 406 South Austin Lamesa, Texas

Our new club is coming along real well and now has a full membership of 12.

We have purchased a Pratt-Read, N14Y, from Nelson MacLeod of Westminster, Md. It will be operated from the Lamesa Municipal Airport on auto