

# 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 Reminder

From: The "Club News" Editor.  
To: Club correspondents.

I would like to call your attention once more to the above paragraph. Time is not always available to type items submitted in hand writing or to extract news of general interest from club publications. The surest way to have your club's news printed will be to submit it in the form described above.

## Aeronaut Soaring Club 1221 Branham Street Monterey Park, Calif. A Chapter of SSA

After a little more than one year our TG-3A is in the air again with a new fiberglass cover on fuselage and tail. The front of the ship has been cleaned up by relocating the pitot tube. It is now recessed in a 3" length of 3/4" OD tubing on the tip of the nose and with a Ray Proenneke paint job it is the best looking TG-3A in Southern California.

Recovering a sailplane on a do-it-your-

self basis, with our nine members spread over the Los Angeles area from Santa Monica to La Habra, is not easy and our enthusiasm is handicapped because each of the members have other flying interests. Ray Proenneke, Bud Mears, Les Benis, and Fred Hefty have sailplanes of their own, Paul Otto and Vince Hardy are building a BG-12 which is ready for fiberglass, Bill Boehlke and Chuck Blumer are rebuilding power planes and Harold Cole belongs to a power plane club. We are planning to purchase a new two-place ship to replace the TG-3A and need more members to help us. Pilots in the Los Angeles area who are interested may contact Harold Cole at the above address or any of the members listed above.

Harold Cole, *Secretary*

## Elmira Area Soaring Corp. 224 William Street Elmira, N.Y. A Chapter of SSA

Congratulations to the McCook, Nebraska, people on winning the privilege of hosting the U. S. Nationals in '64. May their problems be few and surmountable.

With the end of our annual Snow Bird Meet, we have left Harris Hill to the snow because the weather has been for the birds on weekends.

Four of our members, Bob Gosse, Gerry Sincok, Keith Said and Ed Pitts, bought a Grunau Baby this fall and are itching to fly it. The FAA has been a bit slow with the licensing, so they still itch.

Howard Trampenau is making lots of sawdust and hopes to have his BG-12B completed and flying by next fall.

Bob and Phyllis Buchwalder left EL-

mira at the end of November to return to Dayton, Ohio. Be it ever so flat, There's no place like home. We miss them.

The following EASC officers were elected for 1964: President, Robert K. Owens; Vice-Pres., Jackson A. Reynolds and William E. Frutchy; Treasurer, Gerald A. Sincok; and Secretary, William E. Doherty, Jr.

We plan to have a Vacation Soaring Camp on Harris Hill again this year from about the middle of June thru August, so plan your vacation accordingly.

Bob Court

## Freedom's Soaring Thunderbirds Freedom Field, Rte. 2 Medina, Ohio A Chapter of SSA

This new chapter of SSA was formed last September when the operators of Freedom Field, located some fifteen miles west of Akron and six miles east of Medina, purchased a new 2-22 and became Schweizer dealers. The availability of dual instruction in soaring created considerable interest in the area and fifteen enthusiasts formed a corporation for the purchase of a 1-26. Sale was made through Freedom Field and with a borrowed trailer the new 1-26 arrived home September 15th.

"Indian Summer" type weather during October and November provided good soaring and twelve members graduated to solo ranks in the 1-26. Many flights of one hour plus were made with chances of longer flights abandoned in order to keep the schedule. Eight or ten members have now secured FAA glider ratings. The Club ranks have increased to twenty-one active members, six associate, and one "owner" member. A trailer was built during November and on December 15th the 1-26 was taken down and stored for the winter.

Activity and interest have remained high due to fine co-operation from soaring stalwarts in our region. Our monthly meetings have featured such fine speakers as A. J. Smith and Dick Schreder, both of whom donated their time and efforts to help us get going. To them 250 night highway miles is nothing if soaring in the U.S. is involved.

The Thunderbirds are planning the purchase of a second sailplane for the resumption of flying in March and any suggestions from other chapters would be welcome.

DICK ROBINSON

## Icarus Soaring Club 7 Spruce Road No. Caldwell, New Jersey A Chapter of SSA

Many thanks to Larry Gehrlein for his note about winch towing in the January *Soaring*, and for his mention of "wherever you are, Herby Light." Since Herb Light is our newly-elected Club President, it gave me the little push I needed to write you about the reorganization of the Icarus Flying Club and let you know what we've been doing. Our other officers are Fred Huykman and Joe Goetz, Vice-Presidents; Barna Toekes, Secretary; and Wolfgang Schaefer, Treasurer.



Photo by W. L. Cummings

One of the two Hawaiian Civil Air Patrol Schweizer 2-22's is truck-towed into the air from Bellows Air Station on windward Oahu. In the background is the Koolau Range, which provides some 30 miles of scenic ridge soaring. The CAP Glider Section soloed 22 Cadets in 1963, most of them boys of 15 and 16. Nine Cadets earned private glider ratings and one earned a commercial. The Maryknoll Cadets have purchased a 1-26 kit with trading stamps. Weekend operations usually log 50 flights per day, mostly truck tows to 1,700 feet on 6,000-foot runway.