

Club News

Club reporters should submit items for this column to Robert H. Fuller, 4730 Chestnut St., Philadelphia 39, Pa. 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 Bob on the mailing list for same, in addition to *Soaring*.

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

The season of soaring splendor is upon us, and we can report great strides forward in the operation of our club.

Two of our members, Bill Haberman and Joe Ferrante, bought a shiny new Super-Cub for towing, and with this facility at our service we are able to have the sailplanes back in the air again just minutes after landing. As a result, we have been conducting a vigorous student training program and have many new members and a very active group.

We have moved the entire operation to Caldwell Airport (used to be Curtiss-Wright) on Passaic Avenue in Caldwell Township, New Jersey. This is just off Route 46 and only about an hour's drive from Manhattan, and we would like to extend an invitation to all soaring enthusiasts in the Metropolitan Area to come out and spend the day with us. We are there every Saturday and Sunday that Mother Nature chooses to smile and hope that some of you will come out.

PHYLLIS L. TABARES

Soaring Club Box 643 Fort Rucker, Ala.

We are reactivating the soaring club here at Fort Rucker. Present officers are: Col. Raymond Johnson, President; Edwin Fleming, Vice President and Ernest Rowlette, Secretary-Treasurer. As yet, we do

not have a name for our organization, just an address. Due to a technicality in Army regulations we cannot be known as a soaring group or club "of" Fort Rucker.

We have a Schweizer 2-22C, N10355, purchased from the Columbia Soaring Club, N.C. Membership will be limited to 20 until we can get another sailplane. Dues are \$5 per month, tow charges \$1 per flight, no other charges except for the entry fee of \$25, \$10 of which goes for membership in the SSA. Members must retain membership in SSA to fly.

ERNEST ROWLETTE

Orange County Soaring Assn., c/o Bob Gurr, 306 Montana Ave., Costa Mesa, Calif. A Chapter of SSA

Every Thursday evening, from 7:30 to 10:30, Gerry Kruska leads a class through a think-and-discuss session based on previously assigned chapters in *The New Private Pilot*, a text designed to assist those working toward their private rating.

The course, which was organized and promoted by OCSA Flight Chief, Karle Jessop, parallels a similar course being given at Orange Coast College, Gerry is orienting his presentation more toward motorless flight.

From Zero Sink

Soaring Society of Dayton Box 581, Far Hills Branch Dayton, Ohio A Chapter of SSA

Progress is noticeable this year in the areas of cross-country activities, number of training tows, new members added, and badges/rating awarded.

Our new club championship contest can be credited with promoting duration and distance flights. Briefly the contest consists of the best flights made by each contestant in each of the months from April through September being turned in to the competition committee for scoring. Scoring is done on the same basis as if each month was a separate task with the longest distance flight being awarded 1,000 points and each other flight a pro-rata share of points. Additionally, the

longest duration flight is awarded 500 points (flights over 5 hours earn an additional 250 points) with all other flights receiving a percentage thereof. Only one flight per month will be scored with the one giving the most advantageous score being used. A barograph must be carried on all flights. At the Christmas party in December, a trophy will be awarded to the club champion. If the contest continues to be as interesting and helpful as it has so far, we will attempt to prepare a separate article for *Soaring*, setting forth the actual contestants and points scored.

Bill Coverdale finished his HP-11 in time for the Memorial Day Meet but continues to work on the wings between weekends. Jerry Nolin completed the rebuilding job on his 1-26 in early August and is making it available to other club members on a rental basis. Charlie Adams and Ted Williams received their new Ka-8 on July 25 and made their first flights early in August. Al Levinson, Max Marshall, Bob Springer, and Stan Rowe have been regularly flying the Ka-8 purchased from Bill Coverdale. Joe Bearden and Alex Stolley have a new white with red trim paint job on the 1-23B.

The two club L-5's continue to perform in a superior way with both club 2-22's being used continuously. George and Harold Johnston have received their M-100-S from Italy and are in the process of getting it licensed. The group owned 2-32 is now scheduled for delivery in the spring of 1965. We are sorry to lose Phil Paul who has been transferred to California. His Ka-8 has been purchased by Jerry Crocker.

SSD now has 80 members, 5 club-owned aircraft, and members who fly 10 privately owned sailplanes. We expect to exceed our 1,500 tows of 1963 by a considerable margin. Starting late in August we have a plan that provides for week-day tows. Why not make plans to spend a part of your 1965 vacation with our club.

J. N. BEARDEN, JR., President

Sail Flights, Inc. Wurtsboro Airport Wurtsboro, N. Y.

Sail Flights had another successful first-half season, 1,019 tows have been made as of June first, compared with 831 tows for the same period of 1963.

Jack Hill, one of Sail Flights directors, made a "Diamond" goal flight from Wurtsboro to Plymouth, Massachusetts. Andy Ross also made the trip on a blustery day in early Spring, five other members made attempts for Gold "C" Distance, but none of these quite succeeded.

Mort Schlifman flew the Club's 1-23 from Wurtsboro to Stormville to get his Silver "C" Distance to complete his Silver "C" badge, and Ralph Reed put in five hours in the 1-26 for his duration leg.

Carol Dudley, one of the charming girls who is flying with Sail Flights, made her solo flight, and her flying is progressing at a rapid rate. Judy Hopkins is now flying the 1-26 and giving the men a tough time in the thermals.

HOLIDAY SOARING SCHOOL

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