

Club News

We are sorry to report that due to pressure of business, Pete Harvey will no longer be able to serve as Club News Editor. Club reporters, therefore, are asked to send their news items to the editorial office of *Soaring* magazine, Box 66071, Los Angeles, Calif. 90066, until such time as a new Club Editor is found. Any volunteers?

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

We have had a lot of activity this last month! Many good days with all the gliders up all afternoon! Jack Montgomery is on vacation now and piling up hours on his new Cherokee. We had a day with the FAA inspector which left Winfreid Rudloff and Doris Mullen with their commercial glider rating and Jim Rosater with an Instructor rating.

We have four new applicants which have been accepted for membership in the Chicago Glider Club. Jim Hard from Washington State brings his Cherokee along with him. Jim has made many fine flights at Naperville already. Dr. Mike Greenwald has done considerable soaring in the east. Don Johnson of the Chicago Tribune staff has a commercial ticket with instrument and multi engine ratings. Dave Wesley, a Missionary student at Moody Bible Institute has a commercial ticket and an A&P mechanics license. We would like to extend a hardy welcome to these new members!

We had a successful soaring contest over the Labor Day weekend at Joliet. We all had a lot of fun and we will have a full report at the meeting. Ken Flaglor was there with his twin engine glider and created much interest. Nice work Ken!

Neal Ridenour and Jack Montgomery have decided to build an HP-11 and will begin right away.

WYLIE MULLEN, M.D.

Hawkeye Soaring Club c/o Fred Dalvey Doud Building Fort Dodge, Iowa A Chapter of SSA

Disaster struck the Hawkeye Soaring Club. In mid-August a violent wind storm hit the Fort Dodge airport suddenly, with winds up to 90 mph. Our two sailplanes were torn loose from their temporary tie-down and virtually destroyed. As a result, our club is out of business for the time being.

Our 2-22 can be rebuilt with a new left wing, canopy, vertical stabilizer and rudder. The 1-26 did not fare so well. The fuselage aft of the instrument panel is OK, also undamaged is the complete tail with the exception of the tailwheel and metal tail cone. Both wings and the nose took an awful beating. Those who saw the accident said that the 1-26 tore loose from its mooring and made a loop 100 feet in the air crashing right on its nose. It can be repaired, they say, but with more work than our group of Sunday soarers care to put into it.

So now we have lots of 1-26 parts for sale, cheap, and we are looking for some 2-22 parts to get us back in to the air.

Anyone who is interested please get in touch with us.

ART BROOKS, Vice-President

New England Soaring Assn. Hiller Airport, Barre, Mass.

As announced in *Soaring*, NESA's traditional Labor Day Meet took place over the holidays and was a big success.

The first day saw good soaring weather, but for the gusty 15-25 mph crosswind. The task for the day was a 53 mile goal flight to Salem, N.H. Phil Cannon was the winner and recipient of the prize offered by the Northeastern Light Aircraft, Inc.

The next day, Sunday September 6th, the task was a 28 mile goal and return to Gardner Airport. It was also won by Phil Cannon.

The third day was simply glorious.

The weather went from good to excellent and a triangle course from Barre to West Warren, to Spencer and back to Barre was set. All told 31 miles. Again, Phil Cannon took first honors.

We had the pleasure of having with us many guests and visitors during the meet. Among them were Kathy and Ted Pfeiffer from MASA, Wurtsboro, N.Y.; Lee and Laurie Marasco of Nutmeg Soaring Assn., Bethany, Conn.; Rudy Opitz, Connie and Chris Moeller and many others.

JOSE SEGERRA, Editor

North Dallas Gliders, Inc. 1601 Sherrye Plano, Texas

Here is a photo of the instrument panel of our 1-26, in a thermal during the Marfa Soaring Camp. Note the rate of climb.



Several of these "Texas Size" thermals were used by our new members, for the first time, in gaining legs on their badges.

On the day this photo was taken, I made a flight of 210 miles with the help from this type of lift.

J. P. BRADLEY, Sec.-Treas.

Wallops Soaring Assn., Inc. Wallops Station, Virginia

Soaring conditions here on the Eastern Shore of Virginia are not the most ideal, and if you didn't really love flying, you might despair of ever soaring. However, if enthusiasm and hard work count for anything, our group would head the list! If it isn't raining, we are flying, often seven days a week. Once in a while, we do have a good day, though, and an intense rivalry results as members try desperately to out-last each other, often spending many minutes gaining only several hundred feet. We do have hopes, however, as one of our best pilots, Bob Flowers, did manage to achieve an altitude of 4,300 feet on an exceptional day this summer.

In the short time since we started operating in January, we have logged well over 2,500 flights with a 2-22 and a never-tiring instructor, and we have checked out 18 new members. Seven of us have obtained our Private licenses, four more should get them this week, and three of us should have the Commercial by then. We are also proud of our unblemished safety record.

We expect to have a 1-26 here very soon and we also plan to start our fall training program in about a month.

BARBARA SCHWARZENBERGER, Secretary

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