

## THE WEATHER

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forenoon northward in West Texas with surface temperatures in the middle 80s, and surface winds South-Southeast 15 to 20 knots at the beginning of the flight, becoming more southerly approaching the Texas Panhandle northward. In Eastern Colorado and Western Kansas, cumulus cloud bases rose 8,000 to 10,000 feet above the ground and occasionally to around 13,000, became more numerous, and at times, broken.

During the later afternoon in Northeastern Colorado and Western Nebraska, cumulus clouds began to thicken and a few showers developed. A thunderstorm was reported in the vicinity of Sidney, Nebraska, at 5:00 p.m. Showers were not reported near Akron, Colorado, until about 8:00 p.m., and probably after the time Parker passed that general area. Surface winds became quite variable and gusty with some local blowing dust near the showers.

What made Al Parker's record flight possible this date, besides his ability as an excellent pilot and a good sailplane, was the very good thermal activity that began in the day and continued to near dark, well marked by cumulus clouds, and a helping wind of 15 to 20 knots.

## 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 items 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*.

### Nutmeg Soaring Assn., Bethany, Connecticut

Last fall, a significant amount of interest in a two-place glider club began to emerge in the Bridgeport area. This interest was finally culminated at a late November meeting at the home of "Opie" Blanchard. With the aide of slides of the 1960 Nationals and a film from the SSA Film Library, the Southern New England Soaring Association was formed. The group then consisted of 12, deposit in hand, power pilots, non-pilots, and glider pilots.

The second meeting increased to 16 the number of persons indicating an interest by making a deposit on a share.

From the beginning, the possibility of merging with Nutmeg in order to create one larger, more effective club was considered. At the third meeting, SNESA voted to approach Nutmeg on this subject, and in a joint meeting, held on March 20, the merger formally took place. Since then SNESA's treasury has been used to purchase a new 2-22E, which was delivered in April. The gains to both groups are obvious. We all have

the use of both the 2-22E and the 1-26, and our means of contributing to the soaring movement has been sizeably increased.

Since the merger, the Nutmeg sailplanes and members have become familiar at an increasing number of areas in the Northeast. The 1-26 participated in the Sugarbush spring encampment, resulting in a Silver "C" distance leg and a non-award wave flight to 12,000 feet.

Recently, both club aircraft were taken to Wurtsboro for a week in order to include ridge soaring as part of our training program. During the seven days there, 15 pilots made 58 flights for a total of over 40 hours. Ken Horton got his glider instructor rating and Steve Bogan flew his Silver "C" distance leg.

On June 28, 1964 both aircraft were on static display at the annual Barnum Festival Air Circus at Bridgeport Airport. The number of persons indicating interest in soaring was so encouraging that the club is presently accepting applications for a new block of up to 14 members. Based upon this expansion, it is anticipated that another 1-26 will be flying with the Nutmeg insignia early this fall.

Weekends at Bethany, Conn., have been filled with soaring. Several power pilots have soloed, and those not flying are often found grouped around Rudy Opitz listening intently, hoping to absorb some of his vast soaring skill and experience.

Plans for the rest of the season include trips to Hiller Airport, Barre, Mass., for the annual Labor Day meet, and a return to Sugarbush for the fall encampment.

LEE MARASCO

### Whispering Wings Inc., Randolph, R.R. 2, Wisconsin

Wisconsin's newest soaring club, Whispering Wings, Inc. was organized in early April. Consisting of 11 members, the officers are: Eugene L. Sandburg, Pres., Glen Dunham, V.P., James Weber, Sec. Treasurer, and Roy Peabe, Chief of Operations. State Governor Gunter Voltz of Milwaukee was very helpful to the group providing information, movies and slides as well as getting the group airborne in his 2-22C.

The 3rd of May the Club began flying its own red and white TC-2. Several power pilots have since soloed and soared the ship finding the Waupun Area to be blessed with excellent thermals.

JAMES WEBER, Sec-Tres.

### Central Ohio Soaring Assn. 150 Brookside Oval E. Worthington, Ohio

There is a new club in central Ohio. The Central Ohio Soaring Association (COSA) held its first meeting on May 14, 1964. The officers elected for this season are: President, Jim Pears; Vice President, Bob Caley; Treasurer, Ben Harlamert; Secretary, Don Wilford; and Operations Manager, Warren Kniepkamp.

COSA is presently in the process of purchasing equipment and deciding on a base of operations. Enthusiasm is high with about 45 members shown on the rolls as of the June meeting.

JIM PEARS,  
President

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