SSA Clubs and Chapters Committee Report January 2020
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SSA members in 118 clubs/chapters/associates is 5826 vs 5766 in 122 at this time last year as of September, 2019. This is four fewer current chapters, but shows a higher member count, largely due to Philadelphia Glider Council finally renewing as a chapter. Tulsa Skyhawks recently became current as a chapter as we worked with their new treasurer to update their SSA member data.

There may be about 38 other SSA members is minor lapsed chapters, some of which are no longer operating. Most significant are Atlantic Soaring Club (11/30/2019), Marshall Soaring Club (9/30/2019), and Silent Knights Gliding Club (3/31/2017). Penn State Soaring Club (10/31/2018) is on again/off again, but they are being offered access to the Collegiate Soaring Association’s Std Cirrus, on lease to Sandhill Soaring, for several months this next season, so will have to get straight with the SSA. Will be following up with these before and after the convention.

Atlantic Soaring Club responded to my inquiry about their non-renewal, which includes several SSA members.

“I'm afraid the club's days are numbered. A comprehensive airport expansion program has eliminated virtually all of the areas we have been using for the past 30 years for takeoffs and landings. The most convenient runway has been lengthened and paved; we were assured we'd have some grass to operate from, but when the 2-D drawings became 3-D runways, all the areas not used for runway or taxiways became catchment basins, about five feet below runway level. A subsequent promise for a level spot of grass was preempted by three 118-foot towers and their associated guy wires. This past season we had the use of some grass to the south of runway 28, but only on days with no east wind component so we didn’t fly much. When the new paved runway is opened, runway 28 will be closed.”

They don’t seem to think their 2-33’s will tolerate operating from pavement. I’ve suggested that the skid plates can be modified for pavements and that K&L has a nose wheel replacement for the skid that might be available apart from the full 2-33B modification.