

CLUB NEWS

Edited by NIKKI DELP

Contributions to "Club News" should be sent to Nikki Delp, 5545 Rab St., La Mesa, Calif., before the 10th of each month for inclusion in the following month's issue. Clubs and associations are requested to send their newsletters and other publications to Nikki Delp, also. Photographs are welcome.

Editor's Note:

If you feel that your club has not been getting enough attention in these pages, check to see that you have assigned someone as a "Club News" correspondent. We are interested in any club activities, especially personal items and "tall tales" to give us a little laugh at ourselves.

Aeronautical Engineering Society, Inc.

A Chapter of SSA

The M.I.T. AES Glider Club is still in business. Last year as in 1959 our flying operation was centered at Orange, Mass., seventy miles from M.I.T., where we operated our 1946 2-22 on auto tow. While this operation was relatively inexpensive, it required a great sacrifice in time to make the trip out to Orange and to kill a whole day launching only thirty or so flights to spread thinly over fifteen exhausted members. Finally, when we dropped our transmission in the middle of runway twenty, we resolved to re-examine our operation.

Thirty miles from school, at Tewkesbury, is Jim Doyle's Schweizer soaring operation. We decided to move our flying up there this season. We share the Super Cub tow ship with a 2-22C and six 1-26's. Some of the pain of the expense of aerotow is assuaged by the convenience of the new location and the greatly increased chances of soaring. We rarely got out of the pattern on auto-tow. The four day weekend at the beginning of July was the start of the Big Push to rebuild our membership to the twenty or thirty man gang we need for really solid operation.

There is good news on the financial front. Dushan Mitrovitch produced a ten-

page report on the club's past happenings, present fears, and future aspirations which moved the student finance board to grant us four hundred dollars. We intend to spend most of it on the construction of a winch. A winch will allow us to fly from a grass field near Cambridge at a cost level that will enable a student to qualify for his private rating for less than \$100. On the horizon there is every member's vision of a second ship. How distant the horizon is, is difficult to judge from here.

Douglas Barritt is the new president: his home town is Wichita, but he can't go home to the Nationals. Mitrovitch is vice-president, and Stan Dunten and Don Keene round out the slate of officers as secretary and treasurer, respectively.

JOSEPH T. DAVIS

Antelope Valley Soaring Club A Chapter of SSA

The AVSC members have really been in the blue these past weeks. The weather has been so good that you could hear complaints from those who didn't reach 15,000 in a one hour flight.

Our President, Jim Moeller, made his Silver C duration, and this completes his Silver C badge. Jim is leaving the Antelope Valley because of a work transfer. We all wish him, his wife and three daughters the very best, and will look forward to their return in the future.

Our log book showed the following FAI achievements; Richard Jauch, Silver C duration, Gold C altitude; Jack Arkovitch, Silver C duration, Gold C altitude; Fred Heil, Gold C altitude; George Uveges, Silver C duration, Silver C distance, Gold C altitude; and Carl Brinkmann, Gold C altitude.

It is wonderful to have Bob Gravance and his lovely family back from Florida. One of Bob's first flights when he got back was in our TG-3A "Sahib" to 15,500'. Under remarks he wrote, "Man!" Bob met and flew with a wonderful bunch of Soarheads, and we of the Antelope Valley Club extend an invitation to come and fly with us if you get way out West.

Paul La Frenier is getting back into the blue again and we all wish Paul, who has done so much for soaring, the best.

Gordon Wheeler is working very hard to complete his BG-12 in time for Gable Ray to fly it in the Nationals. Ray has been doing some real good flying and we

feel he will make his presence known with a good ship.

Ross and Barbara Briegleb have made Ann and Gus grandparents with a 6 lb. 12 oz. boy. Baby Kenneth Ross Briegleb and parents are doing fine.

CARL BRINKMANN

El Paso Soaring Association

It is true that Texas has a lot of big things to brag about. In fact, since I have been here I've seen some of the biggest dust storms imaginable! Maybe this kind of talk won't sit well with the local Chamber of Commerce since I am a transplanted Californian, but nevertheless, we have had a real ball with their thermals here. They are *BIG*, and they are *STRONG*.

The El Paso area is a natural for soaring activities. The Franklin Mountains are 3,000 feet off the valley floor, and ten miles long for slope soaring. They produce good waves in late winter and early spring. The summers are just what you would expect them to be — terrific. The majority of the flights the past month or so have been to cloud base, which is around 11,000 to 13,000 feet.

The conception of our club was completed in late January. On February 16th, we purchased our club ship, a TG-3A. Things were moving along very nicely when the rented Cessna 180 that we were using for a towplane was sold. The next few weeks we darn near ran the wheels off any member's car that was big enough to tow with. Along about the same time, our instructor and the only licensed member was temporarily in California. Despite this and many other irritating setbacks, we now have four members with commercial ratings and four more to be rated this month. A WACO UPF-7 was just purchased by a member, so now we won't have to depend on a rented tow. All in all, things are looking up!

Our big drive at the present is to get our ship equipped with a variometer and barograph. At our last count, we have over 75 hours on our ship, divided among 20 members.

For the 1961 "Air Force Day Show," we had our ship on display at Biggs Air Force Base; during the day we gave rides to the Base Commander and the Wing Commander, using auto tow. It was good advertising for us and our wives enjoyed the comments of the crowds. This being the first soaring club here in El Paso caused a lot of curiosity from the crowds and fun for our gang. WAIT BYBEE

Soarheads

A Chapter of SSA

Among the "baby steps" an organization makes in its progress, once in a while it takes a "giant step"—and this month the Soarheads did just that! At our meeting on June 9th, we voted to join the SSA en masse and thus become the latest SSA Chapter. We are proud of our new close association with the national soaring movement and intend to be up there with the front runners in every way we can.

The sailplane is, unfortunately, dependent upon some motive power to become airborne. The best means in this flat country is the towplane. Every so often, however, one has to "wind up the rubber bands" on an airplane, and thus the Piper Super Cub tow ship was out of commission the entire month for an engine overhaul. All we could do during June is stand disconsolate.



The Schweizer TG-2 sailplane recently purchased from Dave McNay by the newly reactivated Inyo-Mono Soaring Assn. of Bishop, Calif. From L to R: Mike, and Walt Lockhart, of Bishop, and Bob Aranson of SCSA.

Photo by Dave McNay