

also have a winch that is just about 95% complete. It is powered by a 1953 Buick engine with Dyna-Flow transmission and is patterned a lot after the "Vultures" winch. The members are sure it will prove out successfully in use, and are very proud of the neat appearing job.

Although there seemed to be quite a bit of interest initially in the Piedmont area, when it came time to collect a little hard cash, most of the interest died. Therefore, the two club members are going on their own, and hope to stir up some interest with a sailplane fly-in. Since both members have three sons, they intend to educate them in flying. There are plans to go to Burlington and work out with the Tarheel Soaring Club in the spring and summer.

Rochester Soaring Club, Inc.

Several of our active members participated in the "Snowbird Meet" at Harris Hill during the Thanksgiving holidays, and the club once again won the "Snowbird Club" Award. Members participating were Mr. and Mrs. Donald Ryon of Rochester, Fred and Jim Short(father and son) of Nunda, Cid Carvalho and Albert See of Buffalo, Hugh Whitney of Rochester, Harvey Kolm of East Aurora, Howie Weissleader of Rochester, and Kai Gertsen of Rochester.

At the annual election meeting held on December 3rd at Batavia Airport, the following officers were elected; President, Ed Seymour of Rochester; Vice Pres., Cid Carvalho of Buffalo; Treasurer, Kai Gertsen of Rochester; and Secretary, Don Ryon of Rochester. It was also decided at this meeting that the Rochester Soaring Club should apply for Chapter status of SSA, since all members support SSA.

A topic of long discussion at this meeting was the club purchase of a second 1-26. It was decided to purchase one, and come spring of 1961 we shall operate a 2-22, TG-3A, and two 1-26's. What a year '61 should be — WOW!

CID CARVALHO

Seattle Glider Council, Inc.

At its monthly meeting in December, the SGC discussed the possibility of Chapter status in the SSA. The members present were overwhelmingly in favor of the idea, and the club Board will act on the matter at its next meeting.

The officers for 1961 are Thomas H. Clark, Robert E. Kruse, Douglas A. MacDonald, Dean Reynolds, Joe



"Those dyed-in-the-wool soaring fiends just can't give up when summer's over!" (Redrawn from a cartoon by DEAN in the Seattle Glider Council's "Towline.")

W. Richardson and Frank A. Woodward. Joe Robertson was re-elected Chairman of the Council.

Texas Soaring Assn., Inc.

TSA has recently purchased a new Ka-7. During a Board discussion of the problems relating to the operations and management of the new ship, the matter of hull insurance was brought up. Formal insurance was ruled out as being too expensive, but the club has set up a reserve fund to insure repair of all flying equipment. This fund will be fed by the treasurer, monthly, on a percentage of flying revenue basis until it totals \$5000, and will be maintained intact except for use in repairing damage, etc., to club property.

Annual awards were presented at the TSA Christmas party. Len Pratt won the straight out distance award for 1960. This is presented to the local member pilot who makes the best distance flight from the TSA base of operations, other than at a contest. Len Niemi also left the party the proud possessor of his Silver C badge.

Odds and Ends

The first annual Frost Bite Meet at the Thermal G Ranch Gliderport came off without a hitch over the Thanksgiving weekend.

Fritz Seger of Erie, Pa., became the Frost Bite Champion of 1960. Showing superb flying skill and flying a Schweizer 1-26 he won all the honors. Saturday evening Fritz was presented with the Frost Bite trophy during a Meet party in the new spacious pilot's lounge.

LAWRENCE GEHRLEIN

The SCSA Flight Group's 2-22 is down for repairs. A pack of dogs chased a rodent into a wing on the hangar floor. They tore the top fabric off and caught it in the tip.

The Willamette Valley (Ore.) Soaring Club's L-K had been soaring in thermals for 35 minutes after an aero tow when a feminine voice at the airport was heard to ask, "Isn't it about time for the airplane to go after the glider?"

SISU I AND SISU IA

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be the redesign of the inboard half of the wing to a plate/stringer design. The original design was a pure monocoque shell which served its purpose in that it was relatively easy to build but a weight penalty was paid. For the production version, the weight will serve better as increased useful load, and the change will make the wing easier to repair. The rigid non-buckling skin feature however will be retained to insure the integrity of the airfoil contours.

Other structural changes will include lengthening the cockpit to accommodate much taller pilots, widening it to give more elbow room, enlarging and moving the instrument panel forward, incorporating a new method of attaching the canopy glass to allow for adequate contraction during higher altitude flights and the incorporation of a number of details which will improve assembly and provide for installing equipment such as radio and oxygen, etc.

The impact of these changes are intended to convert the Sisu I from a ship with outstanding speed capabilities but restricted utility as an all-around sailplane to one with utility and performance straight across the board that will be hard to match.

(Next month's *Soaring* magazine will feature an article by Dick Johnson titled "Test Flying the Sisu I Sailplane.")