

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.

Central Indiana Soaring Society, Inc. A Chapter of SSA

After a booming first year the CISS is ready to take off on the 1961 soaring season. Our accomplishments for 1960 are worth noting here, I believe; we didn't get started until mid-July. Dale Cunningham and Phil Geiger drove to Elmira to pick up our sailplane, a gorgeous hunk of Schweizer 2-22C, over the July 4th weekend. With eighteen members, of which only four had any sailplane experience, we were able to run a stepped-up training program (only because of dedicated tow-pilot-instructors) and solo ten members. Two took their FAA check ride for private ticket and one obtained his instructor's rating before the season ended.

As I am writing this the weather here in the Midwest is becoming conducive to "Q" formation (may snow tomorrow, though) and soaring-day-dreaming. The club is in the process of obtaining a new towplane and rejuvenating a recently secured winch, so we are anticipating a real active season here in Central Indiana. We have also opened our membership by drawing up a new set of by-laws and voting them in, and we soon hope to have a membership campaign.

Many of our members are planning on taking the 2-22C and going en masse to Richmond, Indiana, to the Soaring Society of Dayton's Wright Memorial Glider Meet. This is always a real nice meet and is sponsored by a great group of soaring enthusiasts, so why don't you plan on coming too? Date: May 17th - 30th.

Monorail hanging device designed by Chuck Whitmore of the Minnesota Soaring Club. The monorail also holds the club 1-26 at the same time.



At least two members hope to have their own ships by the 1962 season so the future of soaring in this area looks GOOD.

DR. JIM ROSS

Minnesota Soaring Club, Inc. A Chapter of SSA

Soaring knows no season for the Minnesota Soaring Club; we fly the year round up here. You will find us every weekend (weather permitting) at Carleton Airport about thirty-five miles south of Minneapolis. When the temperature gets down around zero we sit in our cars parked alongside of the grass runway, drink coffee and wait for our turn to fly. We had very little snow this year, that is until March, when several inches were dumped on us. We were able to pick up some thermals in February that gave us a few hour-long flights. We enjoy just getting together to talk soaring and get in a few short hops once a week to keep in shape.

The Minnesota Soaring Club was organized in October 1959; it was then agreed upon that we have a closed membership of twenty-five and an unlimited associate. The members decided that a Schweizer TG-2 would best suit our needs, if we could find one. The procuring committee finally located the sailplane, a TG-2 that had not been flown since WW2, stored in a barn near Chicago. Our dirty bird was brought back to Minneapolis on the trailer and placed in Stone's Feed Store, an old frame building, with gambrel type roof, which we affectionately call the Barn. This was January, 1960, and we wanted to be soaring in the spring, so with the help of about half the club members who could work evenings and Saturdays, and a good A&E, we set about to put this TG-2 back in mint condition. The plane was completely stripped, all rust and old paint was removed, worn parts replaced, etc. After several inspections, and over one thousand hours of work by the members spread over a period of eight months, we finally completed our

task and came up with what we think is the finest TG-2 in the country.

September 2, 1960, brought our sailplane to Carleton Airport, Stanton, Minnesota, for the final inspection and test flight. With some fanfare, TV cameramen, three FAA inspectors and many spectators, Chuck Whitmore, president of the club and John Edwards, chief of operations, took off in the sailplane for a demonstration flight. They released from the tow plane at twenty-five hundred and proceeded to do a few simple maneuvers. Then they latched onto a thermal and were on their way up. After about fifty minutes in the air, one of the club members became uneasy, not wanting to detain the inspectors, sent the tow plane to signal the boys down. After the necessary papers were signed our club was an FAA approved operation.

In four months we logged over three-hundred flights and six members had glider ratings added to their power licenses. Recently we opened up our membership to thirty and purchased a 1-26 from Gordon De Jarlais, Dallas, Texas.

Our TG-2 is hangered by monorail, raised or lowered by remote control on an endless chain hoist. This device was designed and constructed by one of our many engineers; Chuck Whitmore, a mechanical engineer. It was not planned this way, but more than half the club is made up of aero, mechanical, electrical and chemical engineers. We are loaded with talent—a real do-it-yourself Club. The monorail can be extended to the back of the hangar to accommodate our 1-26, thus keeping both sailplanes overhead and above other aircraft in the hangar.

An expedition to Spearfish, South Dakota, is being planned by several fellows in the club. This is to take place the first part of July. The group will explore soaring conditions in the vicinity of the Big Horns and the Black Hills. Many of the members will plan their vacations at this time, which will include their families.

HARRIS W. HOLLER

Soarheads

Although the Soarheads have been an organized club since 9 May 1960, this marks our first appearance in these pages. Beset with the growing pains of a new and inexperienced but enthusiastic group, it took us until 11 March 1961 to become airborne. On that day, Al Uhalt took the

Al Uhalt (rear cockpit) pilots Mr. Gayle Norton (front cockpit) of the Panama City News-Herald on a sailplane orientation flight. Fannin Field (Panama City Municipal Airport) may be seen in the background. The TG-3A belongs to the Soarheads, a Panama City club.

