

# EARLY SOARING IN SOUTHERN NEVADA

Hello all,

During Glen Dodd's visit a few weeks ago we began to reminisce about our early flying around the valley. Glen goes way back, further than I do and is one of two early glider people associated with the first generation LVVSA that I know of. I thought I would pass on some of the info about the early days.

A Schweizer TG 3 was acquired by several people working at the Nevada Test Site. Folks, a TG 3 is a WW2 training glider and was an after the war surplus. This hulk of a glider was a two place tandem with wood wings and steel tubing covered in fabric. A club was formed and the club acquired the TG 3. I think it cost \$300.

This is the LVVSA. There was no towplane and the TG was auto towed. Flying was a big feat, assembling a two ton wood and fabric hulk of a glider then doing auto tows and then de-rigging the glider and putting it on the trailer, all required a lot of coordination and muscles. One weekend the group was auto towing at Jackass and a sheer line from a thunder storm came thru and the TG flipped over on its back. End of club flying. This I guess was around 1966 or 1967. The club became inactive.

I started flying in 1969 when the club was mostly defunct. Flying was at NLV off of runway 3. Jack Knight would tow with a Piper PA18. Instruction was in a 2-22 owned by Kay Dixon. The only other gliders around was A 1-26 kit newly assembled by Jack Knight. Russ Buchanon was refinishing his BG 12 (covering the wood with light fabric and painting with a bright yellow). The TG was looming in the darkness. Talk started about getting activity started with the club again.

One day after flying there was a meeting at Kay Dixon's home. The club had a spurt of activity again. One day I went to the boys and girls club in NLV and helped loaded the TG wings in storage. The fuselage was in Jacks garage and was stripped of fabric. The bent vertical fin was repaired and fabric was put back on the bare fuselage. Work slowed and Jack was in the

process of a divorce, the fuselage was moved to storage at a business on Western Ave.

A couple of years passed with no activity. Storage was lost and the fuselage was disposed of. The wings were sold and the club became inactive with glider operations coming and going at Henderson, Hidden Hills, Boulder City and Jean.

In the eighties all seemed lost for glider activity with all commercial people out of business. A group of us gathered at Shaky's Pizza on Boulder Hwy with ideas to form a club and buy the Scout tow plane used by the defunct air school. Mitch Hawkins came up with the idea to assume the shell of the old club and the LVVSA was alive again.

Jim Madson  
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