

was later heard that he had quite a time in the relatively simple task of folding his maps while at the top of the flight. A typical hypoxia effect.

Victor Swierkowski with his L-K, and also of the Sacramento gang, reached 19,700 ft. A.S.L. that day, did not have oxygen with him, but did have his barograph on at least. Dr. J. B. Sawyer in his Mitchell "Nimbus," did have his oxygen equipment with him and used it from 10,000 ft. upwards to 19,700 also, noticing an immediate improvement in his visual acuity. However, "Doc." in his eagerness to get aloft forgot to turn on his barograph and so missed out on his Gold C leg. The Ames Club TG-3 along with the Sacramento Soaring Club TG-3 made numerous flights during this weekend reaching 18,000 ft. and thereabouts consistently.

So, there's the picture. It's terrific! Simply and plainly. There's little doubt in the minds of those who par-

time will see winter activity paralleling the activities further South at Bishop. These two areas are very similar, both being on the immediate lee side of the Sierras, both situated in valleys with good airport facilities, and both with tremendous soaring potential. Minden however, has the added attractions nearby to make it an almost ideal for a terrific soaring family vacation location. It is heartily recommended, however, that anyone wanting to make use of the site in this manner first contact Vic Swierkowski, 2915 Q St., Sacramento, California to check on the tow facilities available.

So read it and weep gang. Sometimes you're going to have to try out our Minden site. Heck we'll welcome characters from out of the East as long as they are glider characters that is! We certainly don't want to be piggish about this and we realize that those poor Flatlanders deserve some breaks in life after all!

Flight Instructor rating. Bertha, an ex-member of the MIT club, goes, in January, to California to make her home. Massachusetts' loss is California's gain.

Sture Blom, also a MIT member, is another Private to Commercial with Flight Instructor. "Steve" went to Wurtsboro in search of ridge flying for his silver C last summer but for this the breeze didn't hold out.

James Klein, another MIT graduate and former club member, went from the gentleman class of Private Glider Pilot, to the hardworking but select group of Commercial with Flight Instructor. These four are the club's pride and joy and have set a record unbeaten by any club.

Karl Peck of Hartford and Donald Taupier have successfully completed the flight portion of Commercial and Chet Johnson, member of both the NESAs and the MIT Clubs and soon to be a quarter owner in a L-K, now has his private license. Walter Cannon of Lincoln, remembered by those at Elmira last summer, soloed his 119 immediately after its purchase from Donald Taupier. Dale Hoff, MIT club member, has the distinction of being the first and only original solo of the 1955 season.

NESA members were also active at other places last summer as proven by Chuck Kerr of Auburn, Maine, who made his distance leg of his Silver C at Elmira during the Nationals.

Aircraft Based at the Home Field

Gliders and Soaring planes based at Hiller Airport this past summer include:

Laister Kauffman, Earl Brooks owner; Pratt-Read, the NESAs Club Glider; Schweizer 123, Jim Klein, owner; Schweizer 119, Connecticut Valley Soaring Association, owner; Schweizer 119, Walter Cannon, owner; Schweizer 222, MIT Aeronautical Engineering Association, Inc. owner; Laister Kauffman, Dana Darling of Greenfield, owner.

When the weather opens up next spring all of these gliders are expected to return and in addition the following owners plan to base at the field; Bob Bray of Holyoke, B.G. 6, Daryl Christopher and James Carroll of Marlboro, B.G. 6, Don Taupier, B.G. 7, Joe Anthony of Weston, Prue 215 and Steve Blom, Karl Peck, Chet Johnson and Harold Hobkirk of Palmer, Laister-Kaufman.



Vic Swierkowski with his LK in the foreground. The Sacramento Soaring Club Timm tow plane and Ames Club TG-3 are in the background.

ticipated in the Minden efforts so far that this area will, when fully developed, rank as one of the top sites in our country. It has so much to offer the soaring devotee that it can't help but be outstanding. Every soaring pilot should keep Minden in mind for his future plans for when it is fully developed and really operating with regular tow services it'll be just too good to ignore. At the present time tow facilities are due to the hard work, enthusiasm, and goodwill of Vic Swierkowski and Glenn Rogers.

Undoubtedly during the winter months wave action will develop over this area offering even higher altitudes. For the present most of the gang are unprepared with proper oxygen equipment to tackle anything higher than they already have. But

SIX MONTHS OF ACCOMPLISHMENT

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I Better My Rating

An enviable record has been set by nine members who since the organization of the Association have bettered current licenses as follows:

Earl Brooks, who already had a commercial license has added a Flight Instructor Rating and a Silver C to his laurels. Earl, in addition to heading up the NESAs is a member of the Board of Governors of the SSA and holds a private power license.

Bertha Ryan, who is also a member of the Board of Governors of SSA and a powered aircraft licensee, started this season with a Private Glider license, and now holds a Commercial Glider License with