



Photo by Vern Oldershaw

Notable personalities at a recent meeting of the Southern California Soaring Assn., from L to R: SSA President Paul Bikle, Diamond C pilot Ray Parker, former World Soaring Champion Dr. Paul B. MacCready, Jr., Hanna Reitsch from Germany, SCSA President Jack Lambie, Diamond C pilot Graham Thompson, and Dave McNay.

ly on the ground watching the birds soar effortlessly overhead. The tug is just about ready at this writing, so it won't be too long before we'll once again take advantage of our Gulf breezes and towering Cu.

AL UHALT

The Toledo Glider Club, Inc.

The Toledo Glider Club held the 14th Annual Midwest Soaring Meet at their home base of Adrian, Mich., June 30th through July 3rd, with 31 pilots in 25 ships participating. Flying three days of goal and return flights for best score, was Jim Smith of Tecumseh, Mich., in his LO-150, with 2953 points out of a possible 3000; second was Bill Coverdale of Waynesville, Ohio, in his Ka-8 with 2330 points; third was John Bierens of Detroit in his Ka-6 with 2324 points.

The "Fun Contest" part of the meet, with points for duration and altitude was won by Jim Ferguson of Dayton, Ohio, in his club's 2-22. His flight of 180 miles to Carrollton, Ohio, was one of the longest ever made in a 2-22. In second place was Ray Jackson, Jr., of Detroit in a Ka-7, while third place went to Ken Flaglor of Chicago in his Ka-7.

A few tears were recently shed by some of the older members when the decision was made to change to a 150 H.P.

PA-18, and replace the "Q" Sniffer, which for the last 14 years was the club's Stearman tow ship.

BOB NICHOLS

White Sands Soaring Assn. A Chapter of SSA

After many months and hundreds of man hours spent in stripping, cleaning, repairing, recovering and repainting the wings of our Schweizer TG-3A (most of which was done by Jim Pankey, with the help of other club members and wives), we're finally back in the air again.

The great day arrived on June 5, 1961, when Jim Pankey test hopped the TG-3A on the first of a number of flights by auto tow. On June 10th the FAA approved a waiver for Maj. Ebersole's PT-23, and the WSSA was back in business, full scale, after a little more than a year of non-flying.

Since June 5th, members Howard Ebersole, Terry Grange, Jim Pankey, Jim Riva, Fred Utech, Eddie Yung and Fern Yung have made a total of 51 flights (15 hours), and Terry Grange has received his FAA commercial glider pilot's rating.

The TG-3A is in excellent rig, has excellent instruments, and the club has a barograph — plus many enthusiastic members — so award section, here we come!

GOLD C DISTANCE AND DIAMOND C GOAL

by SPUD KOHLER

On the first evening before the beginning of the '61 Wright Memorial Meet at Richmond, Indiana, the weather was first observed to be favorable for a X-C to the east. During the morning at the pilots' meeting, the wind was even stronger than hoped for and Dean Svec and I very daringly set our goal for Barnesville Airport, 196 miles due east of the Richmond Municipal Airport.

I had the little Prue 215-A ready to go and followed Dean in tow just before noon and ahead of everybody else. The lift was as expected for me, at 300 fpm and base of clouds about 3900 feet, later rising to 4700 feet.

The first hundred miles seemed rather slow but drift along course was impressive, especially when below 2000 feet. Soon clouds began to thin out and the lift got better. Columbus slid by in three hours and now half of the flight was spent above 4000 feet above the ground.

Slightly past Zanesville, Ohio, the life became a bit scarce and I was very tempted to land at the next available airport with a respectable 150 miles to show. But I was positive that if I could get this far, Dean would make the trip, so I pressed on, determined to meet him there, too. The strong tail wind had now turned into a cross wind as I found myself less than twenty miles from my goal with a little more than 3100 feet above the rather forbidding ground below. Again I wanted to turn north for a landing at the last airport. Instead, I aimed for the goal and hoped. Ten minutes later I was sitting on a ridge in zero lift and with still five miles to go to reach Barnesville Airport. The glide to the ridge was in perfectly smooth air and I was further disheartened by the lack of a landing place for the little Prue. And me. And then a jolt, and then a climb and then a solid 300 fpm to three thousand as a safety that I would find that goal of mine. No trouble, it stood out like mad in all those hilly trees. Gee, what a feeling then, to be swooping down on Barnesville Airport for a staggering 8000 points, and my Diamond C goal flight!

The impressive point lead this flight gave me in the Meet held up under a terrific barrage from the old pros in the next few days and won for me the Senior Division and Meet Championships.

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