



Photo by Monte Adkins

Charles Thomas just after touchdown in the El Paso Soaring Association's Schweizer TG-3A at Alamogordo, N.M., during the Meet sponsored by the White Sands Soaring Assn. in October, 1961. Note the dust kicked up by the rolling wheel.

Things have been pretty stable in Panama City for the last few months, and that's bad for the soaring enthusiast. The Cu are beginning to peek their anvils over our northern horizon, however, and each week-end we try a few flights. The last Sunday in January, Johnny Reaver climbed 200 feet for the first gain of the season. We'll soon be off in quest of the Silver C once again!

AL UHALT

Soaring Society of Boulder 3091 - 6th St., Boulder, Colo. A Chapter of SSA

Has anyone located an inexpensive source for armored tow target cable which can be used for winching? Members of the Boulder Club are building a winch and will be in need of some soon. (If anyone responds to this request, tell SSA, too, so other inquiries can be answered — Ed.)

L. GALE ABELS

SCHOOL NEWS

Thermal-G-Ranch Gliderport, Waterford, Pa.

Spring is coming and progress has been made at the Thermal-G. Victor Peres of Erie, and Len Samuelson of Pittsburgh are starting to cover their new 1-26 in the Thermal-G Sailplane Shop. Len and Dot have decided to move closer to Erie. So, this coming soaring season, instead of commuting to the Thermal-G only, they will commute back to Pittsburgh to work. Oh, boy, what soaring does to some people.

Don Smith and his boy Bob, Bill Hahn and Marion Keith have joined forces in buying the sailplane "Whatsit." Remember, the Whatsit is a gull wing, and should look very neat flying over the Thermal-G.

Little Larry of Fairview, Pa., has bought a basket case Bowlus Baby and is doing a fine job of rebuilding it. Word has it from his wife Joyce, that while he was in bed sick, he had the Bowlus pod hanging over the bed, working on it.

Recently one of our muskrat friends dug a hole through the dam and emptied most of the lake. We still had enough water left to save the fish.

At the Thermal-G we are building a winch kit, and hope to have it in production by spring. It is going to give clubs a chance to have a winch equal to the famous Air Force winch's performance at a price they will be able to afford. The

Thermal-G uses nothing but winch tow, in this way bringing training and soaring cost within the reach of everyone. In 1961 we had 3053 flights, all winch tows.

BIG LARRY

ONE MORE SSA CHAPTER

The El Paso Soaring Assn. of El Paso, Texas, became the 53rd SSA Chapter in March. This was one of the first actions pushed through by the new president, Wes Coss, and now the club is searching for a Schweizer 1-26 to supplement their TG-3A. After a 1-26 is acquired they expect to expand their membership from the present 12 to a larger figure. This year is expected to be a most fruitful one for the club.

MEMBERSHIP SUBCOMMITTEE OPENINGS AVAILABLE

SSA President Paul F. Bikle has recently appointed Dale S. May to succeed Robert Lee Moore as chairman of the SSA Membership Committee. Bob had served long and well, earning his replacement, so to speak, in this important and demanding position.

Dale is of course all eager to gallop off down both old and new paths and is looking for fresh assistance. He is retaining Kon Hanitzsch as chairman of the Local Soaring Clubs Subcommittee but needs new chairmen to activate the following subcommittees: Power Pilots, U.S. Air Force, U.S. Navy, Airlines, Youth and/or C.A.P., and Industrial. Anyone interested in serving as chairman of or on any of these subcommittees should write Dale at 608 S. Can Dota, Mount Prospect, Ill. Those doing so should realize that these are tough jobs requiring lots of spare time work. However, for those so motivated, it can be very rewarding work and will help SSA where help is needed most.

WHAT A DAY!

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after Bob lands, we're off on tow, heading for the air he'd been circling in. Nothing. It's as smooth as glass, and down, if anything. Another tow, from farther west on the lake, to explore the air over the Shadow Mountains. We release at 1300 feet, and fly straight ahead. Twelve hundred feet, smooth air. Eleven hundred, still nothing, then a little burbling something under the right wing. I glance at the variometer, and sure enough, the red pellet is slipping down its tube! We roll into a turn to the right; now both the red and green pellets are at the bottom. Some turbulence, we hold a steady circle, and the green pellet is inching upward. The altimeter has stopped unwinding, and is climbing back toward 1200 feet! We're soaring!

We circle round and round, and climb higher and higher, sometimes five feet per second, sometimes only one, but the people on the lake below get smaller and smaller. At last I know what it is to soar, going up, instead of all too quickly down after releasing from tow. Two thousand feet, trying to follow the instructions read so many times in Piggott's book, and get us centered in this wonderful, magical bubble of rising air. My efforts aren't quite good enough; at 2400 feet we lose the lift, but who cares? Confident now that there will be a next time, many next times, we're content to use up all this altitude lavishly, carelessly, just playing around. A stall at about 2000 feet: Boy! She drops quickly! Then S turns above the near side of the Mountains, and finally in to land.

What a day! My first flights in the Pterodactyl, my first soaring flight, and my "C." Indescribably wonderful! My enthusiasm must have been radiating, though, for Shirley later told me that for the first time, as she watched us circling up there, getting smaller and smaller, she sensed what it was all about, and how much fun soaring might be.

1-23 IMPROVEMENTS

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References

1. NACA Report No. 610, "Tests of Related Forward-Camber Airfoils in the Variable-Density Wind Tunnel."
2. NACA Technical Note No. 1945, "Aerodynamic Characteristics of 15 NACA Airfoil Sections at Seven Reynolds Numbers from 700,000 to 9,000,000."
3. Hoerner, S.F.: "Fluid Dynamic Drag."
4. "The World's Sailplanes," OSTIV, June, 1958.