

a nice 700-fpm thermal which changed my mind for me. I cruised in and took pictures of Vista Field while Mary Ann asked Ron Chitwood and Don Sauttee to observe from the ground.

I could see the phenomenal Jim Hard in his 1-19, its wing flashing in the sun, circling over the 2-22. Their thermal was over Badger Mountain whose same slopes had helped lift me to 20,000 feet for Diamond altitude the year before. It was 4:30 P.M. I was an hour behind schedule but it was a beautiful afternoon and I turned north again.

The clouds were receding to the north. I reached the first one at Mesa but from then on it was a struggle to keep up with the retreating line. I decided to make use of the westerly wind. Instead of going back in the direction of Wilbur, I followed Highway 395 northwest toward Spokane, route of our Diamond goal "milkrun" to Sandpoint, Idaho.

Mary Ann followed and/or led with the trailer in tow. "There are some small dust devils behind you" she would say over the radio, and I thought of Columbus' "Sail on!" He did as I had to do, and grasping at the dying Cu I finally reached a big one just past Ritzville after a desperate glide. A final attempt yielded some more altitude at Sprague Lake from which I glided on to Tyler. With 2000 ft. in hand it was not enough to safely make Cheney airport, I selected the only man-worked

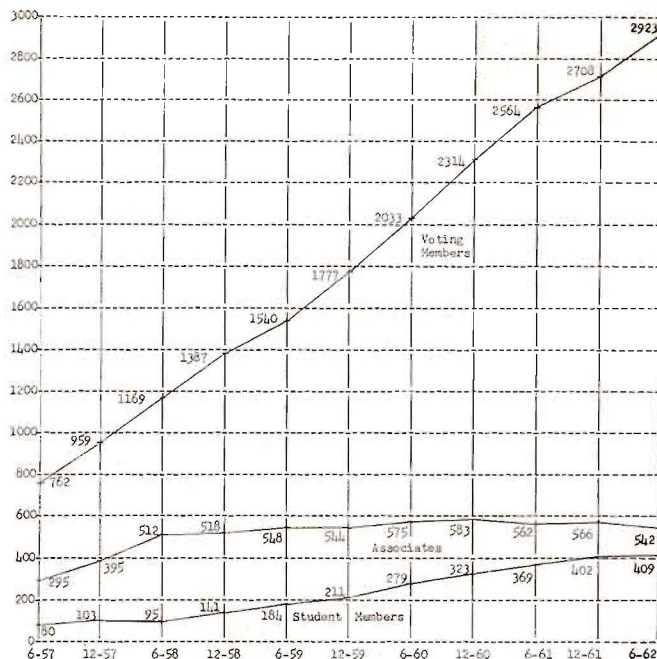
field in the scab rock and pasture country and came in.

The field was as rocky as I ever care to see but upon me luck grinned again and the ship came to rest, uninjured at 7:30 P.M. Mary Ann arrived in minutes and we disassembled in the rapidly chilling evening and returned home to Richland.

325 miles, 39 mph, . . . an interesting flight. It seemed easy after all the attempts. It gave me my third diamond, all three of which were made from the same airport, and I became the 2nd Northwest Diamond Badge pilot, second to Dr. R. L. Moore who introduced me to the sport with two rides in his L-K several years ago. How much sky and country I have seen and how many wonderful people I have met since then! I have found that diamonds are only a small portion of the income from this "utterly fascinating sport."

NEW RECORD CONFIRMED

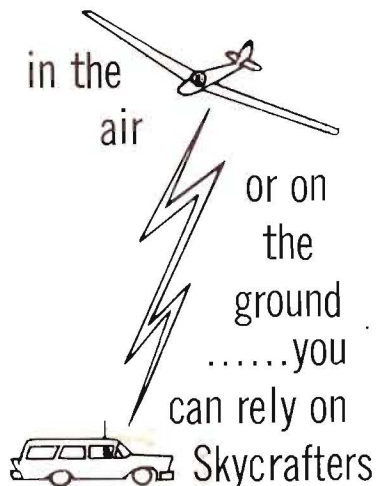
FAI has recently approved the claim for a new world soaring record in the single-place goal and return category of 399.9 miles (643.6 km.) made on January 4, 1962, by S. H. Goergeson in a Skylark 3F sailplane, flying from Omarama to Hanmer, New Zealand, and return. The previous record of 351.38 miles had been set by Dennis Burns of England on January 10, 1961, using a Skylark 3 sailplane at Kimberley, South Africa.



AUGUST . . . 1962

SSA MEMBERSHIP FLOW CHART

SSA's membership continued to grow during the first half of 1962, at a slightly increasing net rate over the previous half, as shown in the chart. Total membership on June 30, 1962, was 3874. Over the past five years, the number of voting members has almost quadrupled. You can help maintain this healthy rate of growth by entering the current SSA membership contest and signing up one or more new members.



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