

titude wave flying which we expect to do a considerable amount of this winter.

We are in a very favorable location for soaring the mountain waves which occur quite frequently from October through May. So far our best altitude flight was made last February by Capt. Leland to 27,500 ft. in the Pikes Peak Wave. He was flying my L-K and left the lift at that altitude due to unfamiliarity with the oxygen system. We feel that this region is as good for wave and thermal soaring as any in the country. We have occasionally contacted wave lift from winch launch; however, we usually use a 135-HP Super Cub for a higher tow to one of the more basic waves which we have located.

DAVID C. JOHNSON

Soaring Society of Boulder Boulder, Colo.

A Chapter of SSA

The Soaring Society of Boulder wants to make a report on what has been an extremely successful summer season. The club has gained eleven new members and soloed ten members; Leo Orr, John LeCoq, Jim Spelman, Susan and John Jones, Linden Patty, Ron and Nancy Hedl, Pete Smelsen and Richard Rhodes. Most if not all of these will have gotten their private certificates in the next month or two.

The reason for this is simple—a new winch. The winch was constructed last winter by members of the club from a 1950 Buick. So far this season the club has made over 700 winch tows with its Schweizer 2-22. Some of the tows have been as high as 2000 feet with the average tow being about 1250 feet. Naturally, it takes more than just a winch to train so many students. The club owes a great deal to its two instructors, Gale Abels and Richard Ball, for making from 20 to 30 training flights apiece each weekend.

Things won't slow down now, for the club has acquired a hangar and will keep the ship in the air all winter. The peculiar nature of Boulder weather makes this possible.

Sometime this winter the club plans to acquire a 1-26 and, to quote a song, we have "High Hopes." Because of the prevailing westerlies over the mountains, Boulder sees about two days a week of wave conditions.

If operations cease anytime this winter long enough, we plan to do some remodeling of the winch, in the light of the summer's experience. Incidentally, as a point of interest to other people operating with a winch, we use .093-inch diameter piano wire for towing. It's cheap and easily repaired with a square knot, and we have only had one wire break in the air this summer.

We fly off of Longmont Municipal Airport, length 4000 feet, and have recently been permitted to fly off a very promising soaring site in the foothills near Lyons with a length of 6000 feet.

This summer the club had the pleasure of hosting Kit and Harold Drew for a short while. Kit flew his Ka-6 off our winch and his father made many improvements on the winch during his stay, for which we are grateful.

NANCY HEDL

FLY WITH THE FLYING GEHRLEINS

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The Sooner Soaring Soc., Inc. Oklahoma City, Okla. A Chapter of SSA

Our big event of the month occurred a few Saturdays ago when a gala, festive celebration was held at one of the city's supper clubs. The occasion was a "get acquainted" social for all soaring enthusiasts within the area. The Soaring, Inc., group from Shawnee, Okla., was well represented as were the Tulsa, Okla., Skyhawks. Big Jim Rhine talked of obtaining a Baby Bowlus for his own personal contest entry—if he can figure a method of joining two pods side-by-side. Tom Milam, with some encouragement, demonstrated the grass skirt method of the twist. Bob Hammond functioned as Contest Director for the entire event and awarded points on liter capacity. The fine "Sky Sailing" film was enjoyed by pilots and their wives alike. Toward the end of the evening, all had decided to fly the 1-23H exclusively.

Much hangar flying was in evidence and, although winter prevailed, there was much lift encountered of the "wet thermal" type. Our sister group, Soaring, Inc., was reported by Rod Smith to be nearing completion of the rebuilding of their TG-3A after a hangar accident. Perhaps a contest effort will be arranged between the two clubs to determine the TG-3A championship.

The SSS has now added Don Turner and Bob Hammond to the list of qualified instructors, and will soon have six instructors rated. John Furrow is leaving soon to take the full Schweizer course. We hope he returns with a 1-26 to place under his Christmas tree.

The Sooner Soaring Society would like to wish you one and all a Merry Christmas and a Soaring New Year.

LARRY LYON

So. Florida Soaring Assn. 936 Cotorro Ave., Miami 46

Activity here should increase with the new field recently leased by John Randall and George Arents. We were able to get it zoned as a gliderport so sailplanes will be flying from it this winter.

CHAS. F. ABEL

School News

Holiday Soaring School Tehachapi, Calif., and Palm Springs, Calif.

The Holiday Soaring School has recently opened a new soaring facility at Palm Springs, Calif. Located at the Palm Springs Municipal Airport, the school will offer instruction, towing and sailplane rentals six days a week (closed Monday). Initial equipment at the new school includes a Schweizer 2-22C and two 1-26's. The phone number is 324-1060.

The school's other facility, at the Tehachapi, Calif., airport, is still operating seven days a week (Mondays by appointment) and looking forward to a very busy wave soaring season this winter.

Thermal-G-Gliderport Waterford, Pa.

Soaring is on the move as evidenced by the increased activity at the "Thermal-G" this last soaring season. The Thermal 4 had a successful season with the "Whatsit," then sold it in September to a pilot down below Odessa, Texas. They now are buying a Schweizer 1-26.

Vic Peres and Len Samuelson led the pack with cross-countries made during the season. If there was any evidence of thermal activity, they were off X-C.

The Fourth of July Soaring Jamboree was won by Vic Peres. Len Samuelson was second and Bob Smith third. The Labor Day Soaring Jamboree was won by Len Samuelson, Vic Peres second and Perry Lewis third.

For 1963 the Thermal-G-Ranch is going to be bigger and better than ever. Now it will be 110 acres instead of the 50 acres we started with. Under construction is a large, enclosed riding hall for inclement weather. This will mean riding all during the winter months, and in the summer when the sailplanes are grounded during bad weather we can all ride horses in the riding hall.

Plans for the future—we have them too. A tow plane for the fellows who didn't care for winch towing.

LARRY GEHRLEIN