

so often do at the end of a good day. At 1700 feet, again certain I was on my final glide but determined to go just as far as possible, I pointed the nose toward the town of Athol, Idaho. From the small rise shown on the air maps just northeast of Twin Lake, I found some lift which carried me back up to 6500 feet. Another glide resulted in another thermal west of Athol. The wind direction at this point was WSW as it had been all day and I drifted over the north edge of Athol toward the ridges just north of Faragut, Idaho.

I was now south of my goal, Sandpoint, at 1800 PDT with weak thermals and a crosswind trying to blow me into Lake Pend Oreille. Discretion being the better part of valor, I found myself leaving thermals early rather than allowing the wind to drift me more seriously off course. A few more thermals were worked in the Cocollala Lake region, each thermal resulting in about a 1000 foot gain and all gained altitude lost between thermals.

The last lift of the flight was found near the railroad community of Sagle. In this thermal I gained to an altitude of about 5000 feet and, with the Sandpoint Idaho Municipal Airport in plain sight to the northwest, glided straight in the last five miles, arriving with 3500 feet in hand.

A series of wingovers, lazy eights, and spiral dives, accompanied by appropriate war whoops, terminated the flight and touchdown was made at 1845 PDT. At 1845½ PDT I had the signatures of two witnesses of landing and at 1846 PDT the long distance operator was calling Vista Field, 190 miles away.

Two hours later Patt arrived with our two children, Steven and Amy, in the back seat, and the trailer in tow. What a crew! After a brief discussion of the events of the previous nine hours we trailered the ship and hit the trail for home, arriving back in Richland at 0430 Saturday morning.

The flight covered 190 miles in seven hours for an average speed of about 27 mph. The day, May 11th, was exactly three years from the day of my first soaring flight. In addition to demonstrating the quality of eastern Wahsington soaring weather, it is my sincere hope that some progress has been made in disproving the idea that "you can't soar a 1-19."

1963 INTERNATIONALS PLANS

by PAUL A. SCHWEIZER, *Chairman*
SSA International Team Committee

Preparations got underway for sending a team to the 1963 World Soaring Championships in Argentina when the Directors of the SSA, at their mid-winter meeting, voted unanimously to send a team. Paul A. Schweizer, in his capacity as Chairman of the SSA International Team Committee, was authorized to proceed with plans and necessary action to field a team for this world-famous event.

Selection of pilots will be carried out in August after the Nationals with the top ten pilots in the 1961 and 1962 Nationals, plus the pilots of the previous International team, comprising the eligible group. After the pilots are chosen, the Team Captain and other positions will be determined.

The number of sailplanes that can be entered will be at least three, with the possibility of an additional one or two if the total entries are under sixty. The entrants will be divided between Standard Class and open types.

The biggest problem in getting an International Team ready is the financial one of covering the cost of transportation, living expenses and other necessary team costs. We have, in the past, received considerable financial support from the NAA, as well as assistance in the form of transportation. Although the NAA is assisting us in many ways, including their efforts to obtain transportation, they have advised the SSA that they will not be able to give as much financial assistance as in the past and that the SSA will have to carry out

its own fund drive within the Aviation Industry.

This means that we will have to raise more money than we have ever raised before, as well as to allow for the fact that Argentina is almost twice as far as the previous places where the Internationals have been held.

No SSA funds are used in carrying out these International Team efforts. All team funds are raised by separate efforts, and we do hope that the SSA members and clubs will support this. Two years ago, fifteen clubs raised money in various ways to contribute to the team effort, and a good number of individual SSA members contributed directly. This time, we would like to see every club support the U.S. Team to some degree, for it is not only the financial support that the Team is looking for, but also the moral support of the SSA and its members. Contributions should be sent to SSA, Box 66071, Los Angeles 66, California, (make checks payable to SSA) and marked for the SSA International Team Fund. Any contributions are tax-deductible by contributors in arriving at their taxable income.

A monthly list of contributors will appear in *Soaring*. We now have \$252.00 in the fund. Let's start to make this amount grow.

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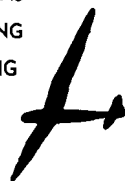
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