

C BADGE FLIGHT

by JOHN P. ELLIOT, JR.

Labor Day, Sept. 4, 1961, dawned with a clear blue sky and the promise of another hot day. About 9:30 A.M., Cu started forming to the north and began drifting south. We, of the Soarheads, hoped that they would hold for more than just a few hours. Breezes from the Gulf of Mexico usually break them up as they approach Fannin Field, just north of Panama City.

My first ride of the day was up and down, a 2,000' tow from sea level wasn't high enough, at least for my lack of experience. At 3,000' on the next tow I cut loose under a puffy Cu with the variometer indicating 2 to 3 F.P.S. lift. Here I stayed for a while; down to 2,900'; back to 3,200' while I tried to keep my turns shallow and not run out of lift. I tried different areas under the cloud. Suddenly, along the Gulf edge, lift at the rate of 1,000 F.P.M. was encountered for at least a minute and a half. At last I was experiencing what I had read and heard about for so long. The sensation of escape from old mother earth was almost frightening. "I was soaring." The 1,000 F.P.M. lift tapered off until at 5,100' I had to leave near cloud base, otherwise I would have gone on up. Alas, the needle on the turn and bank was inoperative. I worked near the base of the cloud for a while, but as the coast was approached, lift became scarce. I headed north toward the field and found a few more bumps, some up, some down.

I finally remembered the camera hanging from my neck and relaxed for a few moments to calculate exposure and shoot a few clouds. By now I was down to 2,000'. Not being

able to get up wind of the field to try for another Cu, I reluctantly headed the TG-3A toward the field. Here more experience would have paid off. Those 55 minutes of free flight time gave me a great feeling of accomplishment. By the record book it isn't much, but to me, well, the soaring bug really got a BIG bite!!!

BIBLIOGRAPHY ON SOARING

Recent articles or items on soaring which have appeared in non-soaring publications.

Air Facts, Feb., 1962, p. 88. Letter to editor by Bob Moore suggested they do an article on Schweizer's new 2-32 sailplane.

The Airline Pilot, Jan., 1962, p. 16. "PAA Captain Makes a Glider Pilot out of Grandson Age 14," Capt. Buckshot Lien and Jimmy Hokanson at the Holiday Soaring School, Tehachapi, Calif.

Air Progress, Winter, 1961-1962, pp. 40-41. Photos and details on Bob Fisher's coast-to-coast soaring trip.

Air Progress, Spring, 1962, p. 24. Photo of Cherokee II built by Herbert Combs of Bedford, Ind.

The AOPA Pilot, Feb., 1962, p. 65. "SSA Quiet on Medicals," news item showing interest of AOPA in FAA proposal to require medicals for glider pilots.

Flying, Dec., 1961, p. 94. Article on C.A.P. soaring camp at Harris Hill, Elmira, N.Y.

Flying, Feb., 1962, pp. 42-43. "Across the Continent in a Sailplane," story by Bob Fisher.

National Aeronautics, Jan., 1962, p. 3. "Where is our Welcome Mat?" Editorial about U.S. hosting international sporting aviation championships, particularly for soaring.

Wings in Space, Feb., 1962, pp. 16-18. "Soaring in Canada," descriptive article in the publication of the RCAFA.

The two-place Mita-2 sailplane designed by Kiro Honjo and Asahi Miyakura of the Nippon (Japan) Glider Club of Tokyo. It has a wing span of 50.2 ft., flaps, uses the 63 (sub 3)-618 airfoil and has a maximum glide ratio of 27 to 1. The Nippon Glider Club was formed in 1951 when the wartime ban on private flying was lifted. There are now 60 members, five of whom were charter members, including Miss Mitiko Hyuga, the president, who is also one of the instructors. At one time or another, 30 Americans have been members, including Ed Butts and Lt. Col. Robert R. Renfro, USAF, who submitted the photo and information about the club. The club's first ship was a Grunau Baby, after which, in 1954, it got a two-place NAITO trainer which served until the Mita-2 was finished last year. Launching is mostly by auto-tow but occasionally winch or aero-tow is used. The club is unique in Japan in that it is governed by a Board of directors elected annually.



CALENDAR

Items listed in bold face type are to be sanctioned by SSA.

April 7-8. Hershey Soaring Gaggles, Hershey, Pa. Rain date: April 14-15.

April 28-29. Sky Sailing Regatta, Sky Sailing Airport, 41000 McInerney St., Fremont, Calif.

May 19-21. Victoria Day Soaring Meet, Pendleton Aerodrome, Ontario, Gatineau Gliding Club, Box 883, Ottawa 4, Ont.

May 27-29. 3rd Annual Cumberland Soaring Meet, Cumberland, Md.

June 2-3. Soaring Contest at Ballston Airport, N.Y., near Saratoga. Sponsored by the Mohawk Soaring Club, Inc.

June 22-23. FAI Gliding Committee (CVSM) Meeting, Paris, France.

June 30-July 1. Holiday 1-26 Regatta, sponsored by the Holiday Soaring School, Tehachapi, Calif., Airport.

June 30-July 8. 2nd Annual Southeastern Soaring Camp, New River Valley Airport, Dublin, Va., sponsored by Blue Ridge Soaring Society.

July 1-7. 2nd Eastern Open Soaring Contest, Harris Hill, Elmira, N.Y.

July 24-Aug. 2. 29th Annual U.S. National Soaring Championships, El Mirage Field, 20 mi. WNW of Victorville, Calif.

Aug. 1-5. EAA Fly-In, Rockford, Ill., Municipal Airport.

Aug. 3. SSA Directors' Meeting, location near Victorville, California, to be announced.

Sept. 1-3. Great Plains Soaring Contest, Civic Memorial Airport, Alton, Illinois.

CLUBS!!

Please send SSA information for the above calendar as soon as the dates for your meet are known.