

Valley Soaring Club 19 Rip Rd., Hanover, N.H.

Activity has not been heavy in the club this year, but we have rated three power pilots for category and in September our first junior member completed his first solo. Hanford L. "Skip" Auten, Jr., age 14, in 6¼ hours of dual instruction over a period of 25 flights, widely scattered until the two days prior to solo, finally settled down to business and demonstrated his ability with three beautifully planned and executed solo flights. This should light a fire under the rest of the group and start development of a junior team.

This is our second season with an enjoyable and exciting sport which we hope will revive interest in New Hampshire. We have so many beautiful potential soaring sites.

S. E. ATHERTON, JR.

White Sands Soaring Assn. 906 Spruce Ave., Alamogordo, N.M. A Chapter of SSA

Our primary interest has been the annual night-long sessions in relicensing our TG-3A sailplane. We are airborne again and feel as if we are part of the soaring world once more.

Our activity for the week ending October 20th and 21st was as guests of the El Paso (Texas) Soaring Club. We were impressed by the efforts of each member of that group, especially those members who worked so diligently to complete a winch and gave up two afternoons of soaring in attempting to overcome the usual construction problems. The winch was delivered to the landing strip too late for our club to use due to our departure hour. We look forward to visiting El Paso again in the near future.

At present, the White Sands Soaring group has several interested prospects and we have hope that by the first of the year our club will again reach twelve to fifteen in number.

JAMES RIVA, Sec.-Treas.

New Clubs

**Not included in the 1962
SSA Soaring Directory**

Cleveland Soaring Society 1715 The East Ohio Bldg. Cleveland 14, Ohio A Chapter of SSA

Yes, that's right for all you readers of "Club News." Cleveland does have a club, and a very active one at that. Bruce Kelley, our president, began organizing in February of this year and the club became an SSA Chapter in June. To date, 35 residents of the greater Cleveland area have joined our ranks. Many are familiar names to SSA. John Breisch, Bryce King, Hans Luenger and Dean Svec are active members of our group.

So far, individual members of the club own two single-place ships. Recently a foursome consisting of Hom-

er Johnson, Chuck Diehl, John O'Brien and Perry Lewis, a prospective member, bought a 1-19. The club has embarked on an ambitious, money-raising project under the auspices of John Breisch, to buy a club ship. We expect that between several small groups owning ships and our own club ship we will have an excellent club within the near future. Membership fees at present are minimal. Eventually new members will be required to purchase shares.

Presently, our members are being checked out at the Thermal-G-Gliderport by Larry Gehrlein. We have outfitted a Super Cub, owned by Bill Raper and used during the week for crop dusting, with a tow hook which will be available for aero tows on weekends. The Club's flying activities will be held at Lenox Airport, Jefferson, Ohio. The field will eventually sport a winch as well.

As you can see, we're well on our way. We would especially like to welcome comments by other SSA members and visits by them to our site.

EDWARD R. REICHEK

Northern Maine Soaring Assn. Presque Isle, Maine

Numerous members of the Northern Maine Soaring Assn. belong to SSA and wish to thank the Society for its efforts on behalf of soaring. Readers might welcome a few lines concerning our formation for we believe it to be a very fine club and surely it operates in the face of many difficulties that more southern clubs normally escape.

It all started in 1960 when Dr. George Higgins of Presque Isle, Maine, purchased a Schweizer 1-19 and started to fly it with a few friends. Soon thereafter, Chief M/Sgt. (USAF) Harry Lyon arrived at Loring AFB, about 20 miles north of Presque Isle, with half of a Schweizer 1-26 in kit form. The story of his 1-26 is quite an article all by itself, but let it suffice that Harry Lyon and Dr. Higgins teamed up on the 1-26 and, to help finance it, incorporated the 1-19 into a club. We originally formed with 10 members and soon the sight of a car towing a glider became a familiar one at Presque Isle. This field is an abandoned Air Force Base and has two fine runways from which to operate. The towtarget cable we purchased from surplus makes excellent tow cable and on a 7000-ft. runway we average 1000 ft. altitude for most of our tows. We soon found however, that the relatively cool climate and often moist terrain does not offer the best thermals and we had to work rather hard to get results under these circumstances. Most of us were new at the sport. The only person who had substantial experience was Harry Lyon who did all the initial checking out of members. In his spare time he told tales about the conditions out West which produced persistently large thermals.

Some of our members had little, if any, flying prior to joining the Club and skimming in a single-seat glider just wasn't as safe as we would have

liked it. Finally, the club came to a big decision. Both for the sake of checking out new members and for putting our glider in better conditions for finding thermals, we would purchase a towplane. There was much discussion on the subject and we finally settled on a Piper Super Cruiser as the best compromise. It was purchased promptly and our membership was increased to 14. Just before Labor Day, 1961, the 1-26 was finished and, while it is not Club property, most of the members have flown it and the 1-26 decorates the skies in the neighborhood more frequently than the 1-19.

In spite of the conditions described and the 7 months of snow yearly plus the lack of terrain for ridge lift, we have had some interesting flights. Dr. Higgins had flown to Houlton, Me. (40 mi.), and also many other spots. He also has many flights of several hours duration and only difficulty of getting substantiation kept him from attaining a Silver Badge. His brother, Paul, holds our record altitude, 8300 ft. above terrain, and perseverance has provided most of our members with substantial soaring flights. In addition, we have two student pilots in training on our towplane and several got their pilot certificates as a direct result of membership in our club. This is a very air-minded group of citizens and their constant effort to improve (and to provide us with tow pilots) resulted in several commercial certificates, instrument ratings and even instructor ratings. The Club's dream is to obtain a two-place sailplane but up to now we just couldn't afford it. We hope to do a lot of thinking and organizing during the winter months and maybe we will realize this ambition next season. Meanwhile, we dream of far away places where thermals are plentiful the year 'round and wonder, could we be the northernmost soaring club in the United States?

ANDREW DETROI

Two New Colorado State Soaring Records

Harry M. Sims, administrator of state soaring records for Colorado, has announced the establishment of two new records for his state.

The first was for speed over a triangular course of 300 km. (186.42 mi.) in the senior, single-place class: 37.2 mph set on July 21st by Dick Sundquist in a Skylark 3F sailplane. The flight also earned for him the Diamond goal and Gold distance legs, thereby completing his Gold Badge.

The second record was for speed over a triangular course of 200 km. (124.28 mi.) in the senior, single-place class: 26.2 mph set on September 1st by Ed Smull in a Schweizer 1-26 sailplane during the annual Rocky Mountain Soaring Contest. Ed was the only one to complete the task out of seven who tried.