

School News

Holiday Soaring School Tehachapi and Palm Springs, Calif.

We are planning another 1-26 regatta for the weekend of June 15th and 16th at our Tehachapi location. It should be a good opportunity for all 1-26 owners in the area to get together to compare ships and soaring ability.

Geza Vass is working with us now, presently at the Palm Springs location. Geza has a tremendous background in soaring. He learned to fly in his native Hungary and for the past three years directed and was chief instructor for the C.A.P. glider flight program in Hawaii. He made several remarkable duration flights there on the ridge that lies athwart the trade winds.

Holiday and Schweizer's will be co-operating with AOPA for their Plantation Party at Palm Springs in October. The Schweizer 2-32 will be on hand for demonstration rides and AOPA members can take rides or transition courses in the Holiday ships.

We have had some nice-looking 5¢ picture post cards in color printed up showing a 1-26 over Palm Springs. They should help to spread the word to the uninitiated.

So far this wave season eight altitude diamonds, 5 Gold altitude legs and two 5-hr. duration flights have been made on waves from our two sites. In addition, three significant distance flights were made starting from our waves. We appreciate details of these flights being given in the "Wave Soaring Flights" and "Long Soaring Flights" columns of *Soaring*.

FRED HARRIS

Thermal-G-Gliderport Waterford, Pa.

Bill Sparks and Don, as well as our three boys, are just about ready to start covering their 1-26's. Bill is planning to test fly his ship here at the Thermal-G. Bill is working with our friend and FAA examiner, Mr. Deyell, formerly from Rochester, N.Y.

Don Smith, his son Bob, Bill Hahn and Carl Eckberg have their ship all

ready to go. In fact this year they beat us all to being ready.

The 1-19 Club from Cleveland (Perry Lewis, Chuck Diehl, Homer Johnson and John O'Brien) is set to fly, in fact they have stored their ship with us over the winter leaving it in a prepared state.

After an exceptionally hard winter we are looking forward to flying with our many friends.

Len Samuelson is burning up the wires between Pittsburgh and Erie wanting to fly, while his partner in Erie, Victor Peres, is working like mad on the ship getting it ready for the season's flying.

The last six years of operation we have used the winch exclusively for towing and it has been very successful. This last season (1962) we made a total of 3874 flights; 1580 of these were instrument flights, and 451 were passenger flights. Visiting pilots accounted for 863 flights with the remaining flights solo, training, X-C, etc.

At the end of the season the boys and I sat down and did some serious talking. This explosion in the popularity of soaring we feel needs a plan here at the Thermal-G to help it along. So this is what we came up with and our many customers can look forward to the best for 1963 and the years to come.

All our training will be done with winch tow. Visiting pilots and pilots who base their ships at the Thermal-G will use aero tow. This will allow more flights to be made and the inexperienced will have a much better chance at working thermals with aero tow. In certain conditions the experienced pilots will be able to reach thermals with aero tow that couldn't be reached from winch tow.

For this coming season we have the new riding hall that will enable riding during the rainy season. The playground for the children is to be expanded and additional hangars are planned for spring.

The field is being increased from 50 acres to 110 and is being opened to sport flying, the E.A.A., Antiques and the private pilot. We consider our site as one of the last frontiers of private flying.

This year work will go forward to increase the size of the lake by the barn. The pilot's lounge will have a new look as well as the restaurant.

In fact, we would highly recommend for this coming year one and all plan a trip to the Thermal-G-Gliderport.

LARRY GEHRLEIN



CONTACT??

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