

Soaring in Wyoming

(Concluded from page 11)

field downwind. Oxygen was used whenever climbing through 12,500 feet MSL in good lift; it was needed for about three hours out of a duration of 6:45. The last good lift was found a few miles west of Casper at 6:00 pm. I cleared over an astonished Casper control zone at 16,400 feet MSL and landed near Douglas on a barricaded portion of new interstate highway construction, 153 miles from Riverton. The Casper tower reported to the next morning's paper that a wandering glider pilot had made a "routine emergency" landing after closing out his flight to them on their remotest omni at Douglas. This flight will fill several holes in the Wyoming state record chart, when filed.

Returning from the Teton exploration through the upper Wind River canyon, we were able to photograph an extensive cirriform lee arch, plus lower rotor clouds, of the Wind River range on 1 August at about 11:00 a.m. from a point about 45 miles north of Lander. This was on a warm summer day in the mountains.

We feel that the mountains and basins of western Wyoming have soaring potential in the Diamond dimension. We observed landing spots in mountain meadows and in valleys both wide and narrow for which a 1-26 is ideally suited.

Bibliography on Soaring

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

Air Facts. October. pp. 56-68. "A Few Days in August" by Robert N. Buck. Six days of vacation set aside especially for soaring by the author, well known TWA Captain, and his son Rob are happy ones for father and son. Buck finishes his Silver badge while Rob solos and earns his "C", at the Schweizer School.

Flight. October. p. 38. "Another Record for U.S." An editorial on Al Parker's World Distance Record and its significance to U.S. and international sporting aviation as well as to the nation's youth.

Flight (British). October 8. p. 641. "Phoebus" Photo and description of the new German, Standard Class, fiberglass sailplane, Phoebus, designed and built by Boelkow.

Hoerner Tips for the HP-10

There have been a number of inquiries regarding the Hoerner wing tips on the HP-10 which replace the former flat wing tip. These new tips can be attached to existing HP-10 wings and have several advantages. With the old tip spares were carried in case the plywoods skid was broken in a ground loop. Also the aileron counter weight is housed for cleaner aerodynamics when the aileron is deflected. To do this the counterweight is pivoted and linked to keep it parallel to the wing skins. Even at that a small blister is used on the lower surface to accommodate full counterweight travel.

The counterweight still moves in the same direction relative to the



aileron, as before. The tip is fiberglass and to date several sets have been made by hand from molds.

The wing span and aspect ratio are increased from 48 feet and 20 to 1 to 50 feet and 21 to 1. Aileron control is even better than in the previous design as a result of the added tips beyond the ailerons. These tips are available along with drawings of the counterweight attachment or the entire kit may be purchased. Prices are quoted upon request, and will be determined by how many of them we are asked to make.

STEVE DUPONT

New SSA Instructors

To bring the published list of SSA Instructors up to date (there are now 67), the following have been appointed since those listed in the June issue:

- Eugene Bielecki — North Central Airways, Inc., Lincoln, R.I.
- Dale Cunningham — Central Indiana Soaring Society, Indianapolis, Ind.
- Robert Edwards — Soaring Academy of Calif., Calistoga, Calif.
- Frederick Flood — Greater Milwaukee Soaring Club, Milwaukee, Wis.
- Bill Larson — Blue Cap Glider Club, Milwaukee, Wis.
- L. Royal McMaster — Northeastern Light Aircraft, Inc., Salem, N.H.
- Fred Mitchell — North Dallas Gliders, Inc., Dallas, Texas.
- Hollister Nelson — Hudson Valley Aircraft Co., Inc., Middletown, N.Y.
- Rudolf Opitz — Nutmeg Soaring Assn., Bethany, Conn.
- William Shipman — Willamette Valley Soaring Club, Inc., Portland, Ore.
- Don Terrill — Sailplanes, Inc., Guthrie, Okla.
- Donald Williams — New England Soaring Assn., Barre, Mass.
- Serge Winkler — Texas Soaring Assn., Grand Prairie, Texas.

Five of the previously-published SSA Instructors no longer have the designation, one having resigned (Vernon Sntfin) and four having transferred the duties to another instructor in the same, or another, organization (Sig Feuersanger, James Freese, Allan MacNicol and John R. Smith).

SSA Instructors are designated by the SSA Flight Training Subcommittee to serve a club or school. They administer the Society's ABC Training Program at the local level and issue A, B and C badges and card certificates to qualified students. SSA Instructors are the only persons authorized to supervise and sign for C badges, whether earned as part of the ABC Training Program or, optionally, for a "5-minute" soaring flight. Organizations without an SSA Instructor but desiring one should follow the procedure detailed on page 21 of the April issue of *Soaring*.

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