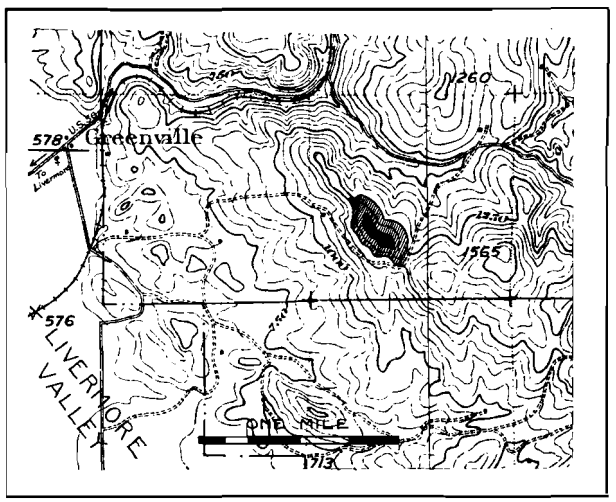

mountain, a cross country flight can be made in any direction.

To the south of the site, the Livermore mountains rise to about 3,000 feet above sea level. It is also possible to soar along the front of this range to San Jose, a distance of 60 miles. To the east are the San Joaquin and Sacramento valleys which run about 400 miles north and south. Under favorable conditions it should be possible with a high performance sailplane to make a flight of 200 miles southward to the Bakersfield site in the San Joaquin valley.

This is the third year that the site has been used. The first trial flight in 1934 lasted nine minutes. No real effort to set a duration record has been made since we usually come down at reasonable intervals to give the other fellow a chance, but the longest flight was two hours, thirty minutes made by J. F. Gough in my "Pegasus" sailplane.

One of the best features of the site is, unfortunately, also one of its greatest drawbacks. The slope most of the way up the hill is gradual enough to permit landings anywhere along it, which is one reason why the site is so practical and safe for sailplane operations. However, these same gentle contours make it practical to plant crops, so the owner of the site, Mr. J. Towhey, who has been kind enough to give us permission to fly off the hill, has had to restrict us to the season when the crops have been harvested. This prevents our soaring here in the spring, when winds are highest and thermals probably strongest.

Two of the SSNC ships flying at the Livermore.

We have not as yet made any real effort at thermal soaring over the Livermore Valley. Ernest Langley and Jim Gough, of our club, are at present building a Bowlus Albatross Sailplane, with which they hope to do some real thermal soaring and distance flying.

The Soaring TEST PILOT - II

(Continued from Page 3)

two above. This surprised me, as it was a cold winter day and a cloudless sky.

Determining to stay in the thermal as long as possible, I cocked a wing up and very quickly started turning in a nearly vertical spiral. Round and round went the horizon as I easily held the nose level with a little top rudder and the ball bank in the center with the stick well back. I had no difficulty in holding this tight turn as I gained 800 feet before losing the thermal.

I descended in a slow, lazy glide until I reached 900 feet, when the variometer again registered above zero, and I quickly repeated the vertical spiralling maneuver. This time it carried me up 1,100 feet before I lost it.

After that I could find no more boosts and glided in to land after being on my own for nearly thirty-five minutes. Coming in over the trees at the edge of the field, I realized that the gliding angle was quite flat and the Wolf had the "slippery" feel of a sailplane. It had no flaps, airbrakes or spoilers, but it doesn't need any of these. Banking one way and kicking opposite rudder put it into a very steep but comfortable slip, which brought me to the exact spot where I wanted to land.

Rolling along on the ground, I pulled on the brake and came to a stop before the wing dropped. As I climbed stiffly out, I noticed for the first time that I was very cold. When someone asked me how I liked it, I replied that it was the most beautifully balanced aircraft, either airplane or sailplane, that I had ever flown.

The Wolf is built rather heavy to withstand the abuse of training, so its sinking speed is nothing remarkable. However, its exceptional maneuverability is such that it is capable of some really fine soaring, as proved by our present distance and return record.

A head-on view, showing its clean lines.