

August 5th Johnny made four flights, the best one 15 minutes on a weak thermal over the hills at the north end of the field. While the "Zanonia" was up the Schweizer made its best of six flights, six minutes, on another thermal east of the field. This made a fine show for Mr. Jeffers, President of the Union Pacific, who had just arrived.

August 6th Helen and I achieved a long-standing ambition when she made her first real soaring flight with me. It was one neither of us will ever forget for more than one reason. After one unsuccessful try by both Johnny and me, we caught a lift at 1:07 P.M. over the uneven hills south of the field with a WNW wind of 15 mph. Hanging on with 0-4 foot lift we suddenly saw the whole field come alive with dust. This gave us a bit of warning for the walloper of a thermal that hit us. We immediately rose vertically 300 feet and as a spiral was begun in violently turbulent air the variometer showed 10 feet per second (this at 500 feet above the field!) As we spiralled up to 1,200 feet the turbulence became extremely rough. It just wasn't any fun and we headed back to the field. Immediately we were in a violent downdraft which put the needle of the variometer against the —5 m. per second peg. We lost all our altitude in less than a minute as we dived at 60 mph, both to get out of the downdraft and to make sure of reaching the field. We landed fast but short into a 30 mph wind. Our elevator descent had created quite a sensation for many of the hotel guests who were eating out of doors and saw the flight. We dropped out of sight straight down behind the hills and many thought we had crashed.

Later at 2:35 P.M. we went up again for a really pleasant flight of 29 minutes with 2,000 ft. altitude. This time we caught a well-behaved thermal of 2-3 feet per second over the center of the field. Drifting with it over the Rodeo grounds we slid over the top of Dollar Mountain where we slope soared for some time and took pictures of the beautiful grounds around Sun Valley Lodge and the Challenger Inn.

On August 7th Johnny flew the Schweizer and made another of his consistently fine performances by again reaching 11,500 feet on a 2 hour 5 minute flight. He reported average lift of 3 feet per second with strongest of 10 feet. At the highest altitude he flew through a snow squall from cumulus clouds at about 21,000 feet altitude. At 9,000 feet flying east from Mt. Baldy he encountered a huge thermal in which he climbed to his maximum altitude flying straight east, without circling.

On August 8th luck was with Johnny and all of us because he had Dick Durrance, National Ski Champion, and ace photographer with him when he got away for a new record of 12,600 feet above take-off. The pictures which Dick took will fill an important place in the recorded annals of motorless flight. They reported average lift of 7 feet per second. Cloud base was reached at the maximum height. Here there seemed to be a definite temperature inversion with the clouds very torn. Several strong thermals were found over Mt. Baldy. Between Ketchum and Sun Valley they flew back and forth between 3,000 and 12,000 feet in a huge thermal over a mile across. Lift was 10-15 feet per second. Once they came down to 7,000 and climbed back up to 12,000 feet.

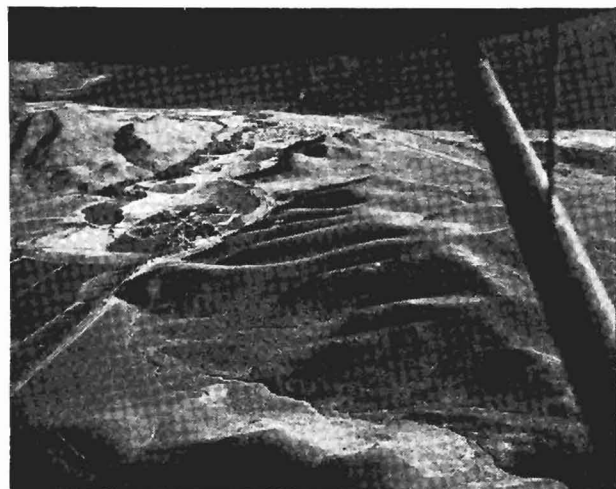
On August 9th after a few tries in the Schweizer a thermal of 0 lift was caught after a couple of beats over the south hills. While we were hanging on to it it gradually grew

in strength to 10 feet per second as up we went to 6,000 feet. Playing back and forth over the mountains an occasional weak lift of 2-3 feet per second was found. About 2 P.M. Johnny came up and joined me at 7,400 feet. The difference in flying speed between the two ships, the Schweizer 40 mph and the "Zanonia" 60-70 mph, was very marked. For the next 40 minutes while the "Zanonia" flew over the mountains to the north the Schweizer stayed at 6,000 feet in large areas of weak lift. Then it hit one of 10 feet per second and climbed to 9,200 feet. It could easily have been worked up to better than 10,000 feet for my Golden "C," but stern duty called as we had advertised an exhibition of assembling the ship on the lawn at the Lodge at 5 P.M. so down I came, diving at 70 mph. There was so much lift over the lower hills at 2,000 feet that much trouble was encountered getting down to a landing on the golf course at 4:14 P.M. after three hours aloft. Jay and Helen soon arrived and helped take the ship down for the show which was a great success. The ship remained there all evening with spotlights on it while we answered a thousand and one questions.

August 10th was a quiet, cloudless day and the first in ten days when we were unable to soar. The towline broke on several tows despite doubled rope on auto-pulley tow. To date we had worn out over 6,000 feet of new rope.

On August 11th the first flight of the day, into a SSE wind of 10 mph was made by Johnny Robinson in the Haller-Hawk Jr. which Jay bought from Jerry Gordon, David Boone and Edward Lapole at Elmira. He caught a thermal over the field and a second one over the hill to the north for altitude of 1500 feet and duration of 20 minutes. The railroad officials having by now been fully sold on the safety of our sailplane flying, the U. P. legal department drew up a release form and we began to take up passengers. One of the passengers this day was Mrs. Lisa Maloney, editor of a Twin Falls paper and an airplane pilot. Best duration was 6 minutes on a weak thermal.

August 12th is a date I shall never forget as on it I had the greatest thrill of my soaring career. Here are the notes written on my meteorological flight log form written that evening: "Sky partly overcast all day with



Durrance
Sun Valley as seen from the sailplane at 3,000 ft. Sailplane landing field in valley to right