



Looking south from the old Bishop airport, the Sierra Mountains are on the right, the White Mountains to the left. In the center is the first wave, the second appearing in the upper left corner. On the ex-

# RECORD BREAKING

By HARLAND ROSS

RECORDS were broken right and left as soon as the Sierra Wave started to generate during the soaring expedition held at Bishop, California, over the Christmas and New Year holidays.

During the first few days of the Christmas vacation, three glider crews had arrived at Bishop. They were: Per Meulengracht and Tom Osborne with their LK; Fred Walters with his LK; and Bill Ivans with Roman Benn, as crew, with his new Schweizer 1-23. The weather was nice, in fact too nice; there was not even enough wind to slope soar along the mountains. It was very stable for the first four days due to a high pressure area over the Colorado Plateau to our east, and all the storm centers passed to the north of our field.

Wednesday night showed a few lenticulars overhead in the moonlight, and everybody was hopeful for what Thursday might bring. Irv Prue and Lyle Maxey called up long distance from Burbank and were told about the 'lennies' overhead. They said that they would start to drive up the 280 miles in the morning in hopes that the conditions would be better Friday. In the morning, December 29, 1949, sure enough there were 'lennies' overhead, and who should drive in but Prue and Maxey. They just couldn't wait, and had driven all night.

The balloon run at Fresno, California, showed a southwest wind at 12,000 feet of 16 knots and increasing to 78 knots at 45,000. There were small lenticular clouds at thirty five to forty thousand feet, forty miles to the south of us near Mt. Whitney.

## Winds Aloft Fresno, California

Surface	190	light	18000	210	33
8000	190	15	20000	210	36
9000	180	14	25000	210	50
10000	180	15	30000	220	62
12000	200	16	35000	220	57
14000	210	22	40000	220	54
16000	210	30	45000	220	78

## Winds Aloft Bishop, California

Surface	200	4 mph	10000	180	4
5000	200	3	12000	220	12
6000	200	4	14000	220	30
7000	190	11	16000	220	32
8000	170	21	18000	200	32
9000	180	10	20000	210	32

These reports indicated the wave would be high so we decided to tow to the 12,000 foot level before releasing. The first flight off was Bill Ivans in his new Schweizer 1-23, and Per Muelengracht in the modified L.K. behind the BT-13. Bob Symons was a passenger in the modified L.K.