

fly on instruments in order to stay straight and level. As Bill turned east, downwind, to explore the second wave the thermometer under the instrument panel read —30 degrees centigrade. The ship had normal sink across the valley for 15 miles so he turned toward the airport. When he tried to open the spoilers they were frozen shut, but he later concluded that the grease was frozen in the linkage, because at 15,000 feet they opened in a normal manner. He made 10 or 12 loops and a couple of snaprolls before landing at the Bishop airport after a flight of three hours.

WHOOPS! Seems we didnt get this magazine out soon enough. On January 28, Harland Ross, with George Diebert, passenger, reached 36,100 feet ASL at Bishop, Calif. Flying a TG-3, Ross left the wave while still climbing because of extreme cold—minus 56° C. Release was made at 11,500 feet, and the 24,600 feet gained gives Harland the international two-place altitude record, as well as the absolute alt. record. Both records are subject to homologation.

Lyle Maxey, flying the tiny, all metal Prue 160, went up in the afternoon and returned with an altitude of about 21,000'. Irv Prue and Lyle Maxey contributed the one really new 'kink' to 'wave' soaring. They had attached onto the inside of the canopy with masking tape, small plexiglass sheets about four or five inches square. These with their trapping air spaces, did not ice up! This simple, but very effective solution to the canopy icing problem was really appreciated by all the other pilots who used it on their succeeding flights.



Still High Man! Johnny Robinson, who makes a habit of getting high on the 1st of January.

At 3:00 P.M. another double tow was made with Fred Walters and Per Muelengracht, both flying L-K's, and each carrying passengers. The following is Fred's report of his flight: "I released at 9,500 feet in the lee of Mt. Tom, but almost at once we lost to 8,800 before connecting with some very turbulent rollers. We then started to climb at 600 fpm. The air was very rough up to 12,000'. We flew directly into the wind and found the first wave, the climb going to 900 fpm. At 14,000 we put on our masks, checked the oxygen equipment, and found everything O.K. By turning slightly to the right and left we continued to climb at 60 to 65 mph indicated. At 25,000 feet we lost the wave by flying out too far in front of the lift, so I turned back downwind and continued to climb at 200 to 300 fpm to a ceiling of 27,000 feet." While on the way up Fred tried out several things to overcome the canopy icing problem. One section of canopy was cleaned with water and chamois skin, before takeoff, and it stayed almost free of ice the whole flight. Another section was cleaned with an aircraft windshield cleaner but it showed slight streaks of ice crystals.

Per Muelengracht and Jorgan Krebs had better luck with their barograph on this flight despite the fact that they only made 25,000 feet ASL. This gave them a Danish record to be proud of. Per said his flight was almost like that of Fred's.

Friday, December 30th, the wind velocities aloft were so weak that the wave was no waving very well. Bill Bowmar with his Rigid Midget and John Robinson with his Zanonias showed up and got their ships assembled.

During the night a weak cold front passed Bishop, and the next morning we could see that the large beautiful lenticulars were dissipating fast. The race was on to try and get up before they were all gone, but it takes time to get ready for a flight to the stratosphere, and it was 10:00 A.M. before Lyle Maxey was towed in the Prue 160 to the lee of Mt. Tom.

Lyle released in the second wave and climbed at 1000 fpm to 19,000 ASL. He then lost to 14,000 with a maximum down of 2,000 fpm while flying directly into the wind to contact the first wave. His lift then went to 1,000 fpm and he climbed up to 22,500 feet. A fast dissipating lenticular lay to the south about 20 miles, so he flew that way to contact it. His lift was 800 to 1000 fpm as he climbed up to the leading edge of the lenticular cloud. There was very little wind drift until he was almost up to the cloud, where it became necessary to fly directly into the wind in order to stay in the lift. A maximum of 27,500' was attained. The temperature seemed to be higher in the cockpit, due to the black paint added to the outside of the fuselage. However, the controls became very slack since the magnesium fuselage contracted more than the steel control cables. He did not try to find more lift because of the unsatisfactory controls and re-