

News from CLUBS and MEMBERS

NO. CAL. SOARING ASS'N NEWS Who's Flew (From "Hot Air")

Ted Nelson set a new altitude record for the bay area. Sunday the 29th of October began warm and sunny. A south wind strong enough for easy ridge soaring was blowing and several flights were made on the south end of the ridge at Warm Springs. THEN, Ted Nelson having set up his Hummingbird took off to search the area. The radio in his Chrysler started sputtering and popping and giving out with fantastic reports such as quote "We are about six thousand over the south edge of the field flying west but are not moving perceptibly over the ground due to the high wind velocity. The rate of climb is about 15 feet per second and the air is glassy smooth."

All this with the engine retracted from about 2400 feet up. A mad scramble for the sailplanes immediately ensued. As they went off one by one, Ted's radioed reports showed him to be at 8 then 10 and finally at 12,550 feet directly over the field.

We had a WAVE! And on a south wind at that. The Dragonfly was up at nearly 10,000 feet along with the little Baker McMillan Cadet. With only an altimeter and an airspeed for instruments, the Cadet dropped at 3300 but the last 2000 feet were not necessary as it was found that the Cadet rode right on up to 9600 feet without need of a variometer. You should see the view from 10,000.

Ted could have made a straight glide into Sacramento from where he was, to give you an idea of what 12,000 feet is. (Including the 45 mile/hour tail wind of course). The cloud formations concomitant this wave were distinctive and may help us to recognize it in the future. Two bars of strato cumulus lay across the south-west wind at 4000 feet. Separating theme was a band of clear air about five miles wide (containing rates of climb up to 15 feet per sec.) This pattern lay roughly north-west and southeast. Above, at about 35,000 feet was a thin band of cloud including some lenticulars. The upper band was 30 or 40 miles across and stretched from the Sierras in the east out to sea in the west to below the horizon. This band lay north-east to southwest or at right angles to the pattern of the lower clouds.

It is thought that no one reached the main wave which evidently went to tremendous heights. The ships were in a smaller wave and no connection was made with the main wave. Maybe next time! Incidentally, Ted has a free tow coming. (All flights breaking a local record get the tow free.) Of course Ted flying his powered sailplane had a good laugh when he found this out. Incidentally, it looks like the Hummingbird with its two-way radio is going to spark our exploration activities in this area. It certainly is the perfect ship for the job and with Ted's accurate observations we

should learn a lot more about our local conditions this winter.

Contest Coming Up . . .

As of this writing, we've had no recent news from our contest director (Mr. Emil Kissel of the famous Pan American Airways) but to our best knowledge it's still scheduled for the same first three week-ends in January. So we're hoping this will act as the "old needle" to get our boy a-goin' and get together with his committee to whip things into shape. Send your contest questions and suggestions to Emil Kissel, 603 Vera Ave., Redwood City, Calif.

Flash!

What well-known glider builder is building a ship for what well-known soaring doctor?

Earl Menefee has almost completed the repairs to the wings of the Super Albatross which was damaged during the Nationals in Texas this summer. He is also looking for a pod to a Baby Albatross in case any of you know where one can be obtained.

Reports have it that Emil Kissel has his Olympia all sleeeked up for the coming contest. We've got him worried evidently.

Jack Stephenson, Gabby Hansen, and Curt Holzhauser are hard at work on revisions to their LK prior to recovering it.

Harry Perl has been designing a new super sailplane, the Perl Penetrator. Fred Matteson also has a design he is working on. Let's hope some really high performance ships result from these two designs.

Ralph Salisbury's TG-3 was damaged when the wind turned the trailer and ship over on one wing recently. Moral—don't leave your ship on a trailer unprotected during this windy season.

Al Seivert and the Inyokern Soaring Group have acquired the Weihe formerly owned by the Navy at Inyokern, California. Al plans to recover it and patch up the holes in the plywood fuselage which were made by lamp-posts in the same boxcar while it was being transported across the country. The ship should be flying inside of a year.

S. C. S. A.

Dear Editor:

I have recently been appointed Publicity Director of the SCSA so this is the first of a series of "releases." We have a very ambitious publicity program planned, the first part of which has just been completed. The SCSA put into the Los Angeles County Fair a rather large exhibit. The Fair ran from Sept. 15 to Oct. 1. The LA county fair is the largest county fair in the country, only one State fair exceeds it in size. Well over one million people were in attendance. The SCSA exhibit had a covered area 50 feet x 72 feet, 3600 square feet. We displayed 4 ships, Bill Bowmars "Rigid Midget," Carl Walters "TG-2," Kirk Harris's 'Baby Albatross,' and Ollie Young's "LK." The Rigid Midget and the TG-2 were set up. The Baby was left on the

trailer with one wing removed so that the transportation method could be seen. Since the LK was in the process of being recovered, it was set up without covering, but otherwise complete. These four ships gave a very good representation of the ships used in soaring. We, of course, had numerous pictures and signs telling the story of soaring. The area was roped off to protect the ships so we had no damage to them in the 17 days of the fair. We also posted a notice of our participation at all airports, aircraft factories, etc.

We also had a very limited supply of information sheets that we passed out to those really interested. After almost a week we wised up and started taking names and addresses of those who were really hot on the idea. To these a double postcard with instructions to please mail back the other half as appropriate. The mailed back half was marked either that the party would attend and would bring "x" other guests or that he would be unable to attend but would like to be notified of the following meeting. The exhibit was directly responsible for bringing between 70 and 80 people to our October meeting with the postcards indicating a like amount that probably will attend the next meeting in November.

To any group that would like to try about the same thing we have some suggestions to offer. Have plenty of signs with complete information, performance of the individual ships displayed, national and international records and in particular, the accomplishments of the local club. Have one ship set up with one wing removed so that people can see inside but can't touch. Don't be afraid to go up and talk to people, be polite of course. Lay it on thick and heavy but don't stretch the facts too far. Have a general information sheet that can be handed out. Have registries so that interested persons can sign up. Then follow them up with post cards or by any other means at hand.

Our exhibit was staffed by the members in two shifts a day. We all had fun and will probably do it again if we get the chance. The October meeting was slanted to the newcomers with short talks by the old timers on various phases of soaring. An exhibit of this kind can be put in at a very small cost. Most shows can be gotten into as a "public service" exhibit at no charge so the only cost is for literature, etc. \$25 should cover all expenses in any case unless the exhibit is a lot bigger than ours was. We also suggest a public liability insurance policy which will cost \$10 to \$12.

I hope that the foregoing gave you some idea of what we are trying to do so that we can accomplish our goal of 1000 members by '55.

If any one would like to have more dope on our experience with the exhibit, I will be glad to give any information I can. Yours,

JOHN C. WOLFE