

CHICAGOLAND SOARING MEET

JULY 14-15-16

Three days of excellent weather, numerous air-plane tows and thermal flights, and prizes for everybody were the outstanding features of the Chicagoland Glider Council Soaring Meet. The primary object of the meet was to get in a lot of flying and have a lot of fun, so very little cross-country flying was done other than within a ten mile radius of the field with return to the starting point. Longest distance was 25 miles by Herb Schlimbach in a 1-23 and



Chicagoland Glider Trophy won by Herb Schlimbach.

greatest duration by Dallas Wise in his TG2. There were numerous flights of one and two hours. Prizes included two fine wrist watches, the AAF Trophy won by Wise, the Chicagoland Glider Trophy won by Schlimbach, a nylon tow rope, and several merchandise prizes.

In addition to Wise of Detroit and his TG2 and Schlimbach with the 1-23 which he flies jointly with Seversen, there were six other ships entered in the meet: a group from Purdue University, west La-Fayette, Indiana, with a TG1; Stan Corcoran from Joliet, Illinois with a TG1 (of course); Bill Detert with a TG2; Len Peterson with his LK; Ken Flagler with his TG2 and Milliard Wells with his 1-19: Three tow planes were continuously available for the eight ships so the activity was continuous—an open Waco owned by Flagler, a cabin Waco owned by Joe Trefney and a Cub owned by Edward Seversen who was contest director.

The outstanding attraction of the meet on Sunday was acrobatic flying by George Hall in a 1-23.

Seversen, Flagler, Trefney, Hall and Wells, who were the prime movers of the meet, say they learned a lot about running glider contests and are already planning for a bigger and better meet in 1952.

SOARING ON SCHEDULE or ??

SSA Governors, as you probably know, are urging all members of the Society to devote a small amount of time to the effort to increase SSA membership, — to "sign up" at least two friends.

Paper, engraving and printing have not been "behind the door" while costs have been increasing and the cost of publishing SOARING makes it necessary that our only source of income, membership dues, be doubled immediately. If you want SOARING continued on a regular basis at its present high standard of quality, get blanks from your Governor and secure applications from those friends you've intended to for so long, — and a few others too.

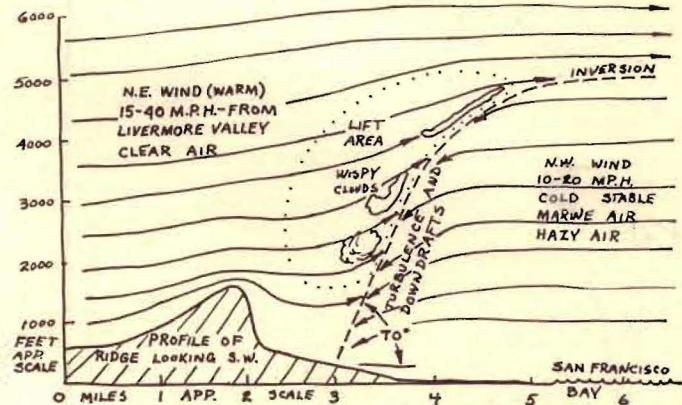
—Jon Carsey.

Soaring Waves at Warm Spring Airport

By EMIL KISSEL

Many standing waves have been experienced at Warm Springs Airport, on the eastern shore of the southern tip of San Francisco Bay. The most common and easily recognized results from a Northeast wind blowing from the Livermore valley over the Lower Ridge. Another, the Southwest wave, results from strong winds bouncing off the Santa Cruz Mountains. This Southwest wave sometimes occurs directly over Warm Springs Airport as calculated by Mr. Smalley of the San Francisco Airport Weather Bureau. The third results from a Northwest wind. At present, the N.C.S.A. is cooperating with the U. S. Weather Bureau in compiling data for them to analyze and make a "Wave Forecast" possible.

TYPICAL N.E. WAVE AT WARM SPRINGS AIRPORT



The above diagram shows a typical wave located from 1/2 to 1 mile away from the lower ridge and parallel to it. The width of the lift area is from 100 ft. to 2000 ft. depending how high up the wave you are, and the length, parallel to the ridge is from 1/2 to 2 miles. The streamlines are as I have guesstimated them from soaring in this wave many times. The wind that produces this "Wave" comes from the Livermore Valley. This air is smooth and clear. The Bay has its usual haze and inversion with the normal N.W. wind blowing down the Bay. Cold stable marine air causes a haze condition that fooled us on the ground at Warm Springs into believing that there was no soaring. However, these winds collide about 1 mile from the ridge and produce strong downdrafts in the hazy air and smooth steady lift in the clear air. This haze line is clearly seen once you're in the clear air and is shown as a dashed line in the diagram. The clear air has given 600 ft./min. lift to maximum altitude of 7200 feet so far. The hazy air will give downdrafts of 2000 ft./min. and turbulence. When towing into the lift area, don't let the turbulence scare you into releasing. Hang on until you are in the smooth lift area.

The S. W. Wave is produced by winds of 45 MPH aloft and is believed to be the third bounce of the Wave from the Santa Cruz Mountains 12 miles away.

In this wave, be careful the strong winds don't drift you downwind out of the lift area. Maximum altitude so far is 12,500 ft. Lenticulars and "roll clouds" are associated with this condition; 40,000 ft. is possible.

The N.W. Wave is a complete mystery but occurs over the field in N.W. winds. The lift is weak and evening thermals may be involved.