



favorable to fly at 30,000' rather than 20,000'.

Mt. Tipton was friendly enough to lift the TG-3 with 1,000 ft/min (5 m/sec). The oxygen tank still showed 170 lbs. but I changed over to the rear tank to make sure that both systems were working. After 7 minutes, at 23,500' (over 7,000 m), I decided that this altitude was too much to land at Kingman Airport, which was visible about 15 miles to the SE. I gave as next destination Peach Springs, about 500 km from release, or Seligman, and left Mt. Tipton at 16:48 in the direction of Music Mountain (6,700' = 2,000 m) where a strong Wave cloud covered the whole westward slope of the Grand Wash Cliff Plateau. Apparently this rim was in resonance with the Black Mountains and Mt. Tipton. There was no lee slope on this plateau. Mt. Tipton gave me a nasty 1,700 ft/min (8.5 m/sec) down and I arrived after 7 minutes in the Music Mountain Wave at 20,000' (6,000 m) with a ground speed of 137 mph (220 km/h). The glide ratio over ground had improved a little to 24:1. The lift was 700 ft/min, (3.5 m/sec).

Looking on the sunset at 17:00 at 23,000' (7,000 m) I had to come to a final decision about landing since it was getting dark. I chose Seligman

about 330 miles (535 km) from release point and 44 miles (70 km) SE of my location. Remembering that we were able to fly in Bishop until 6:00 P.M. I forgot that the distance covered was large enough to find the sun setting about one-half hour earlier.

The final glide in ESE direction was started from 23,000' (7,000 m) at 17:01, 2 hours and 20 minutes after leaving the Sierra. A strong Second Wave was passed and lifted the glider approximately 1,500 ft (500 m) followed by a 1,500 ft/min (7.5 m/sec) down. Like all Second Waves on this flight, this one did not form a Wave Cloud. At 17:10 the 500 km distance was passed at 21,000' near Peach Springs which was covered by clouds. With optimum glide ratio over ground I continued toward Seligman. It soon appeared behind the Aubrey Cliffs. For over 5 minutes the glider flew now with zero sink. Arriving over Seligman at 15,000' (4,500 m) at 17:25 I decided to continue to Williams, which I thought I saw far eastward on my course. The main reason for this change was the indication on my map of a well equipped airport. In the last light the huge snow covered volcano cone of San Francisco Peak (12,650' = 3,900 m) approached while far in the north the dark rims of the Grand

Canyon appeared. After running into a strong downdraft I noticed that the town I had seen wasn't Williams but Ashfork and that there was no airport visible.

I passed Ashfork at 10,000' (3,000 m) in twilight and saw with much dismay the country rising under the ship. The terrain became rough. Mountains, woodlands and snow covered the whole area. I flew along the highway but could not see Williams. Fortunately I hit a low period of zero sink under a large Wave Cloud. San Francisco Peak was now so near that I was sure to be very close to Williams. The Wave Cloud over San Francisco Peak invited to another 30,000'. Suddenly I remembered that I was low enough to remove the oxygen mask. Feeling much better I sneaked around Bill Williams Mountain and saw the lights of the city of Williams. Here I had the first turbulence since release. I arrived over the town with 9,000' (2,700 m), just 2,300' (700 m) over the ground at 17:48, 3 hours and 57 minutes after release. The 373.5 air miles (601 km) were negotiated with 94 mph average speed (150 kmh). The last glide showed a glide ratio of 32:1 over ground. It covered 87 miles (140 km) in 47 minutes with a ground speed of 110 mph (177 kmh).