

FRIGHTENING EXPERIENCE DURING "JET-STREAM PROJECT"

by
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We had an interesting time flying on the "Jet Stream Project" this year. I'll leave it to others to report on the actual work done. However, it may be of interest to take a quick look at some of the flights made this year at Bishop, Calif.

Outstanding were the flights made by Dr. Kuettner in the 2-25 Schweizer, (the lucky fellow). He made four flights in this fine performing ship while I was there. On each flight in the wave, he reached 40,000 to 43,000 feet. A credit to pilot and ship.

Betsy Woodward flew to over 40,000 feet in the Pratt-Read on a real nice flight the same day that Dr. Kuettner reached 43,000. This was April 14, 1955. Too, a couple of remarkable flights were made in a TG-3 by that ever enthusiastic soaring pilot, Othmar Schwarzenberger. If Oats is an example of the enthusiasm held for gliding in Europe, no wonder they have so many ships and clubs over there. He flew solo to over 36,000 feet, landed, I hopped in and he flew to over 36,000 feet again on the second flight. Real elevator service!

These pilots should have some interesting reports for "Soaring" on their flights mentioned above. I am sorry to report the loss of N63195 Pratt-Read. These ships are hard to replace. 3195 had quite a remarkable record for wave flights and I think it is worth noting such a log of flights. Let's look.

Date	Pilots	Maximum Altitude
11-10-51	Edgar-Oovgard	30,800 feet
11-12-51	Robinson-Klieforth	24,000 feet
12-18-51	Parker-Robinson	42,000 feet
12-18-51	Edgar-Kuettner	40,300 feet
12-19-52	Robinson-Woodward	35,000 feet
12-30-52	Robinson-Woodward	26,300 feet
3-29-54	Kuettner-Klieforth	24,000 feet
4- 4-54	Kuettner	35,000 feet
3-20-55	Edgar-Woodward	40,500 feet
4- 1-55	Edgar-Klieforth	39,000 feet
4-10-55	Edgar-Woodward	31,000 feet
4-10-55	Edgar	36,000 feet
4-13-55	Edgar-Woodward	36,000 feet
4-14-55	Woodward	40,150 feet
4-16-55	Edgar-Klieforth	34,000 feet
4-25-55	Edgar (bailout)	39,400 feet

No doubt that few ships, if any, will ever equal such a record of flights. All of the above flights were made on routine missions for either the JET STREAM or MOUNTAIN WAVE PROJECT. What a tragic ending for such a valiant ship.

The flight took off from the Bishop Airport at 10:33 a.m. just after the tow plane had returned from towing Dr. Kuettner into the wave near Mt. Tom, just west of Bishop. Dr. Kuettner was flying the Schweizer 2-25.

feet and was hovering at 25,500 at an indicated 50 miles per hour. The lift decreased to 500 feet by the time 25,000 feet was reached. At 30,000 feet, I heard Dr. Kuettner report by radio that he was near the Independence area south of Bishop about 40 miles.

I started southward and increased my speed to keep the rate of climb on 0. This gave me an airspeed of 65 to 75 miles per hour indicated. Near the little town of Big Pine, I slowed

Allen Langenheim,
air port manager
and tow pilot,
Joachim Kuettner,
and Larry Edgar
and the ill-fated
Pratt-Read.

Photo:
Betsy Woodward



I also planned to release near Mt. Tom.

Release was made at 10,500 feet at 10:50. Since there was a possibility of going cross country, I planned to release at the minimum altitude possible and still be in the lift area of the wave. Release was made in varying lift from 200 to 1200 feet a minute which soon became steady at 1000 feet a minute when the main lift area was reached.

The temperature dropped at about 2 degrees Centigrade per 1000 feet in height except at the 11,000 and 12,000 foot levels where both had 0 degrees Centigrade. Fourteen minutes after release, I had climbed 15,000

down and gained a little more altitude reaching 35,000 feet with an outside temperature of -54 degrees Centigrade.

At 12:25, I heard Dr. Kuettner radio the airport at Lone Pine. Radio reception was rather poor between the sailplanes at this time. However, as the flight continued, I heard Dr. Kuettner report that he had gone as far south as the Hiawee Reservoir to explore the possibilities for a proposed cross country flight with the two sailplanes. He reported that he felt it did not look good for a cross country flight and that he was heading back for Bishop.

Harold Klieforth also reported, by