

JET-STREAM EXPLORATION

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these special phenomena than a glider has. The simple evaluation will give us at first a qualitative picture of small scale processes in the jet-stream.

It is most gratifying to know that the scientific spirit of the Southern California Soaring Association is alive and that the well-calibrated Pratt Read of the Mountain Wave Project is available for this research. It is further planned to use the new Schweizer two place model 2-25. Harold Klieforth of the U. C. L. A. Meteorology Department will supply his great experience to the overall organization; Mr. Rados and Endlich of GRD will be with the Jet-stream aircraft.

Among the members of the S.C.S.A. more active in this project are Vic Saudek and Frank Kerns. The sailplanes will be flown and maintained chiefly by Lyle Maxey, Larry Edgar and Betsy Woodward.

The extent of the project, in time and budget, will, however, be small compared to the Mountain Wave Project which in the past established

the international reputation for the S.C.S.A. as a group of scientific pioneers in the field of gliding.

(Editor's Note: First hand reports have reached us of some of the flights made during April by those taking part in the present project. Dr. Kuettner and Larry Edgar have been above 43,000 feet, Betsy Woodward has reached over 40,000 feet to claim further national and international records, and Othmar Schwartzberger has topped 36,000 feet dual and solo, and will claim the appropriate Swiss records. The next issue of SOARING will carry a full account written by Lloyd Licher of the present activities going on at and above Bishop.)

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thetic to the soaring movement; 2. That due to lack of D.O.T.-S.A.C. contact and the absence of qualified soaring personnel in the D.O.T., the department was still thinking in terms of shock-cords and primaries and had not kept pace with post-war soaring developments.

An interesting sidelight on this subject appeared in a recent issue of the Regina Club's "Cloudstreet." A conscious effort has been made by pioneer sailplane pilot Dick Noonan in Winnipeg, and by the club members in Regina to inform and to "sell" D.O.T. officials on soaring, and the quotation from "Cloudstreet" reads: "The Department of Transport appears to be a very much cussed and discussed organization as far as gliding circles are concerned, but our experiences have certainly been to the contrary. The Airport Manager and his staff in the control tower, the staff of the meteorological office and supervisors in the regional office at Winnipeg have all gone out of their way to assist us."

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