

JET-STREAM PROJECT

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was lost due to high speed stall at about 4 G. After recovery the event repeated itself immediately with stronger intensity. Following a short 1600 ft/min up, 1000 ft/min down reading the speed increased from 45 mph to 90 mph in a matter of about 2 seconds in spite of a nose-up position which allowed only the sky to be seen looking out the windows. At $4\frac{1}{2}$ G reading the ship stalled again."

"Two radio messages about the 'fantastic' turbulence were given and received by Klieforth and Edgar, who later had no choice but to go through a similar but worse situation in order to descend. It took me 7 minutes to descend in severe turbulence from

speeds, such a maneuver is not possible in instrument flight. Taking into account the decelerating action of the climb attitude, which is smaller than 1 G, and of the drag, the horizontal gust velocity encountered in the 2-25 must have reached about 60 mph. Considering vertical and lateral components the gust velocity could have been considerably higher.

It can be seen that in the case of Edgar's Pratt-Read entering the cloud-puff at exactly the same height as the 2-25 and with a penetration speed of 65 knots, the load factor must have reached the order of 15 G if the gust encountered was about 85 knots. This is likely as he flew in the more violent section near the Coyote mountains.

It thus appears that, under the spe-

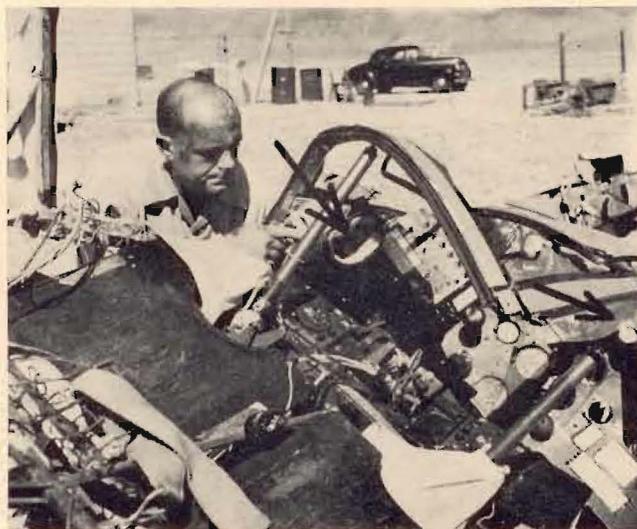


Fig. 6—Larry Edgar, bruised from bailout, points to position of flying boots and socks (arrow) in Pratt-Read wreckage.

14,000 ft to 13,000 ft where the first view below the cloud base opened towards the airport. It was an exciting sight resembling a wide dark hall with an even darker ceiling from which gray drapes of virga hung down onto the almost black crests of the Inyo Mountains in the background. Temperatures between 15,000 ft and 13,000 ft indicated a stable layer with a lapse rate of 1°C per 1000 ft. Strong turbulence prevailed down to 8000 ft where the air became smooth."

At first glance, holding to a stalling speed is probably the only way to escape extreme loads in this particular type of turbulence which, incidentally, gives the sound of an onrushing monster. But, since recovery must be done without reaching much higher

special wave conditions pictured in Figure 5, gust velocities of 100 to 150 ft/sec must be expected if crossing the leading edge of the roll cloud slightly above the level of the mountain crest. This may have been the fate of more than one aircraft.

In the next issue we will end the report on the project activities by describing the operational and navigational problems of 40,000 ft glider flights, the experience of flying the 2-25 at very high altitudes, some results concerning pressure-variations, cloud-physics and photography, and finally the excellent cooperation by many participants and friends of the project.

TO BE CONTINUED IN THE
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DOUGLAS SOARING CLUB

by LLOYD LICHER

In the Spring of 1952 The Douglas Soaring Club was born when Bill Beuby, John Loufek and Ralph Kester organized a series of informal meetings. Interest was solicited within the Los Angeles Area and 20 people became charter members for an initial fee of \$30.00 each.

As first President Bill Beuby did much to get the club off to a good start. Incorporation was accomplished and a Pratt-Read sailplane purchased and put in flying shape within a few months. El Mirage was selected for the flying site and is still the home base. Airplane tows are purchased from the operator there, Gus Briegleb, for 25 cents per minute, and occasionally an auto-tow session is organized on the four mile long dry lake adjacent to the airport. Flying is done on week ends throughout the year with free instruction from rated club members.

An arrangement was made with Gus Briegleb for the construction of a sturdy double tee hanger at El Mirage which was erected by the club members in 1953.

A second Pratt-Read, in need of much work, was purchased in 1953 when the equity fee was raised to \$40.00, the current charge for joining. It has since been made airworthy and is flying now while the first P-R is being recovered. An hourly charge of \$2.40 per hour is made for flying time with a cut rate if maintenance hours have been served. Monthly dues are \$2.00, or \$20.00 per year. Weekly work sessions are held on Wednesday evenings in barn space rented at Henry Meyers' glider farm which is a block east of the Los Angeles International Airport on Anza Avenue. These sessions are also general membership meetings on the third Wednesday of each month and Board of Directors' meetings on the first Wednesday. The official club address is c/o Douglas Welfare and Recreation Dept., 2700 Ocean Park Blvd., Santa Monica, California. The President now is Hugh Damron who can be contacted at 3207 W. 73rd Street, Los Angeles 47, California, phone PLeasant 1-5954.

Present membership is about 12 so
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