

DIAMOND C ALTITUDE IN WASHINGTON

July 14, 1958

Dear Lloyd:

Still trying to get rid of those FAI soaring award application forms! Am accordingly enclosing a Diamond C altitude leg application for a flight made at Wenatchee, Washington, this past Saturday—the last day of the Pacific Northwest Soaring Contest. Details of the flight were as follows:

Cloud formations in the morning suggested that the Cascade wave might be waving. Lenticulars were observed in many parts of the sky and high cirrus hinted that the jet stream might be overhead. The contest was accordingly forgotten (the winners were solidly entrenched anyway) and gliders soon began to tow off in search of the elusive

The wind speed at ground level increased over the next two hours, although the clouds had completely vanished, so I decided to try a second tow at 1:45 and see if the ridge, at least, was working. Take-off was behind the Cascade tug with Al Gregg at the controls and Ken Deckman along as SSA Official Observer. Release was made six minutes later at 4100 feet near the Forest Service lookout on Badger Mtn. The lookout's flag showed that the wind was blowing directly perpendicular to the west facing slope of the mountain which parallels the Columbia north of the lookout. I accordingly headed for this part of the ridge, reached it at 3900, and soon climbed to about 5500 feet in the strong slope lift. Before long, strong and very turbulent thermals were en-

This produced good lift of 300 to 500 fpm. The oxygen mask was donned at 13,000 after a last radio call to the field. Wind speed at this altitude, as in the first wave and on the ridge, was about 40 mph, indicated, and the sky was quite clear except for lenticulars far to the south and for small cu beyond the crest of the Cascades to the west. Balancing speed against the wind, we faced the afternoon sun and climbed past 21,000 feet (Diamond alt!). At 22,760 (high point of the flight), the lift had dropped to less than 100 fpm, and I pushed upwind in search of stronger lift. None was found, however, so the airspeed was increased to 80-90 and a penetration made toward the crest of the Cascades 15-20 miles to the west. No "primary" wave was found, just still air or mild sink. A down wind turn was made at 13,000 to return to Fancher Field, the double spoilers were locked open for rapid descent, and landing was made at 5:24 P.M. So was one of my long standing ambitions realized: Diamond altitude in my own "back yard." Looking back, the view from on high was superlative—surely as good as even that at Bishop! The monarchs of the Cascades: Ranier, St. Helens, Adams, Hood, Glacier Peak, Stewart, and Baker were spread out below, to say nothing of waves of unnamed mountains. The Olympics were visible far to the west and beyond them, the ocean. Temperature at the top was -12°C outside, but that inside was comfortable, despite summer garb.

I might also remark that the reason for going to Wenatchee this past Saturday was to attend the Banquet concluding the Northwest Contest. Although competition was down this year to about 9 ships and 15 pilots (several old timers including Pete Bowers, Joe Robertson, and myself are saving our vacations for the Nationals and didn't compete), a very successful contest was staged. Newcomer Rudy Allemann came out on top in both the open and class II categories (flying a 1-26). The weather was excellent, and a number of Gold C flights and several records were established. Heasley Entz is preparing a report for SOARING complete with photographs by Pete Bowers.

Will be looking forward to seeing you at the Nationals.

Sincerely,

Bob Moore

Richland, Wash.

SOARING



The author poses with his bright red 1-21 that had enough penetration to get him into the high wave at Wenatchee, Washington.

Photo: Mrs. R. L. Moore

wave. The Seattle Glider Council's new Cub towplane (new to them, that is) towed Rudy Allemann to 4000 feet and then climbed to 17,000 in wave lift. The sailplane didn't have such good luck, however, and Rudy was soon back on the ground. Others followed, and returned. I took off at 10:42 and was towed north up the Columbia River (where the wave was encountered last year) but found nothing but sink and severe turbulence. Released at 5500 feet after 30 minutes on tow and almost beat the tow plane back to the field. Others were equally unlucky. Julian Audette towed to 10,000, climbed to 12,500, but then lost out and had to come in. By this time, the lenticulars had dissolved.

countered boiling up from the sun-facing slope. 8000 feet was attained in the second of these and the altitude used to penetrate out over the river. Weak, but smooth, wave lift was encountered there and a slow climb made over a period of approximately 45 minutes to 13,000 feet where the rate of climb dropped to zero. The lift area was a long oval, parallel to the river, and leaning slightly to the west with increasing altitude. After searching around in this lift area north and south and east and west without finding stronger lift, I straightened up and penetrated upwind (west) through moderate to strong sink to the second wave, which was found just north of Birch Mtn. (about seven miles upwind of the first wave).