



Photo: Dr. Werner Spilger

Wave clouds at Bishop on the first Sunday of the Expedition.

tion, the high position was preferred by most sailplane pilots. The primary reason for this choice is the fact that with a 200 foot towline, the wing tip vorticies and prop-wash effects are quite strong with this aircraft. When the towline length was doubled, there was little to choose between the two positions, but the established habit continued.

Our operations required about 3000 to 3500 feet of runway for take-off (field elevation is 4120 feet) with either the large P-R's or the L-23's and L-26's. The entry into the Wave was made from 12,500 to 15,300 foot msl. altitude. The maximum height the tow ship operated was 18,600 feet, and the maximum airspeed encountered on descent was 195 I.A.S. Oxygen for the towplane pilot is seriously recommended, because the pilot must render constant alertness to fine airspeed control for

periods to over one hour duration. An instrument rating is another "must" for the pilot, as the response to airspeed change must be instinctive and follows precisely instrument procedures.

Adequate communications between the towplane and the sailplane are another recommendation. A difficult entry into the wave can be more easily accomplished with teamwork between pilots, and the likelihood of premature release is reduced.

Summing up, "It's what's up front — that counts."

**OXYGEN EQUIPMENT**

SALES & SERVICE  
REGULATORS—MASKS—VALVES  
PORTABLES & CYLINDERS  
FIXED INSTALLATIONS

**Z** GOV'T. APPROVED REPAIR STATION  
**LEP AERO** Phone: Oregon 8-1161  
EL SEGUNDO, CALIFORNIA

## MATERIAL AVAILABLE

The SSA has a variety of items available on a free distribution basis, unless otherwise specified. Request by item number or name from SSA, Box 66071, Los Angeles 66, Calif.

Item 3. FAI soaring awards application blanks.

Item 4. SSA membership application blanks. These are in the form of business reply envelopes, making it easy for new applicants to mail in their dues.

Item 6. SOARING . . . The S.S.A. . . . and YOU pamphlets, telling about the sport of soaring, glider pilot certificates, how soaring is organized, what the SSA is and what it does, and how to get started in soaring. Ideal for answering the questions of prospective soaring enthusiasts.

Item 7. Region lists of soaring clubs and SSA Governors, by SSA region number, as excerpted from the SSA Directory. The list for each region lists all soaring clubs in that region, their addresses, meeting times and places, flying sites and contact persons and the SSA Governors' names and addresses for each state in the region. Add the region number in parentheses after Item 7 when ordering or just the state desired.

Item 8. List giving Availability of Plans, Kits, Partially Completed and Ready-to-fly Gliders and Sailplanes. At present, the list includes only U. S. designs for which details have been obtained, including a brief description, price, manufacturer's name and address. New equipment only.

Item 9. List of Glider Schools and Commercial Glider Operators in the U.S., giving location, equipment, services and prices, where known.

Item 10. List of Books on Soaring, where they may be obtained, prices and a brief description of each.

Item 24. Incorporation Procedures—California. Intended to show non-profit soaring clubs the way to incorporate, with specific details for the state of California.

Item 28. Used Sailplanes For Sale List. Over 50 ships listed by type, N number, price and owner's name and address, as compiled from SSA census report forms, ads and owner's notices. Revised frequently.

Item 30. Film Library List, with rules governing use of the films. Request from Walter B. Hausler, 67 Fisher Rd., Rochester 11, N.Y.



## BRIEGLB BG-12 A SAILPLANE KITS

THE MOST FOR THE LEAST

May be licensed in experimental category as amateur built under C.A.R. Part 1.  
SEND 25 CENTS FOR INFORMATION AND THREE-VIEW DRAWING  
SOARING SCHOOL INFORMATION ALSO AVAILABLE

**BRIEGLB AIRCRAFT CO., El Mirage Field, Box 101, Adelanto, Cal.**