



The Northwest Arch, one of the world's biggest lenticular clouds which forms over Christchurch, New Zealand, in a northwest wind, photographed from about 32,000 feet by S. H. Georgeson in his Skylark 3F sailplane (wing tip at right) on December 16th when he soared to 35,700 feet, setting a new world altitude gained soaring record of 34,300 ft. (subject to confirmation by FAI). The depth of cloud is over three miles. This altitude gained mark was short-lived, however, being exceeded in Poland and the U.S. in recent weeks, as reported elsewhere in this issue.

AOPA Plantation Party

by BILL CREANY

Soaring got the red carpet treatment at this year's AOPA get together held in Las Vegas from October 17 to 23.

Headquarters was the Hacienda Hotel which graciously provided a prominently situated table for SSA literature and information on complimentary rides. In order to reach the various gaming tables one had to practically crawl over the table: the practice being further discouraged by the presence of one extremely attractive female attendant provided by Schweizer Aircraft Co. Talk about the hard sell!

The results of such effort were immediately evident. Over 140 pilots took advantage of the opportunity to ride in a new 2-22C, aero-towed 275 miles from Bakersfield, California, by Holiday Soaring School.

Most of the participants were from east of the Mississippi, Las Vegas being "old hat" to most Californians.

Flying operations were centered at busy McCarran Field and radios were required for the sailplanes. Compatibility with power planes, including commercial airlines was well demonstrated by the fact that during the whole week not a single incident occurred that required comment from the control tower.

Both sailplanes were berthed in front of Alamo Airways—the gas burners being relegated to the rear parking lot. Nothing seems to surprise owner George Crockett here—a free balloon or parachutist gets the same treatment as a DC-6. Weather was typical for Las Vegas in the fall, warm, clear and balmy.

A number of 4000 and 5000 hour power pilots were "hopped" who had never *seen* a glider much less ridden in one.

Schweizer sent out their sales manager, Tony Doherty, who arose bright-eyed if not bushy-tailed each morning at 6:00 for the day's flying activities.

This is work?