

Monday — Similar to Sunday; better convection but tricky. Task: Pendleton — St. Isidore — Hawkesbury, a dog-leg course of 32 miles. GGC's Chris Thompson in 1-26 ZDP came first, covering 16 miles. Ron Halliday was second.

The Buckingham Gliding Club were also on hand for local flying in their 2-22 and 1-19, towed by their Tiger Moth. Brother Hormisdas sent Luc Leblanc off on his first solo on Sunday. Luc "greased 'er on."

DAVE KING

NEED FOR RADIO EQUIPMENT GROWS

by JOSEPH C. ANTHONY

The FAA in the past year has suggested changes to existing regulations in two instances, making the use of two-way radio communications equipment in our sailplanes something more than just desirable.

One of these was detailed in Draft Release 60-12. Under the changed Air Traffic Rules, positive control of all aircraft operating at or above an MSL altitude of 14,500 ft. would be required. At some of our western soaring sites, this altitude is exceeded quite regularly.

There is presently available only one battery-powered transceiver suitable for sailplane use. It is an expensive piece of equipment, too much so for most sailplane owners. However, in spite of its being a well engineered unit, it does not have sufficient power to reach out from these soaring areas to distant A.T.C. centers and be heard over higher powered signals from other aircraft.

The second proposal was Draft Release 60-17 by which all aircraft operating to or from an airport where an F.A.A. control tower is maintained or operating within its traffic controlled zone, would be required to have functioning two-way radio communications equipment. On this proposal we have requested a waiver. It may or may not be granted. If it is not, all sailplanes operating from Harris Hill and Chemung County Airports, for example, may be restricted in their operations until suitable equipment is installed. There are other soaring centers which also may be affected.

Some time back I learned of the Experimental Aircraft Association's interest in the problem of radio communications equipment and their contact with Heathkit, suggesting a modification of citizen's Band transceivers for use on several aircraft frequencies. I wrote endorsing the suggestion, but have had no reply from them.

It seems to me that we have a great deal of talent in our organiza-

tion and there is sufficient interest to justify someone's designing a transceiver which could be assembled from parts available from any ham radio supply house. Doc Battle of the Memphis group designed a fixed frequency transceiver which was written up in the May-June, 1957 issue of *Soaring*. Preferably, the receiver should be variable tuning and the transmitter have crystals for about five channels: 121.5, 122.1, 122.5, 122.8 and 123.3 megacycles. These would allow communications with FAA stations, most towers, Unicom, as well as having the emergency and glider frequencies.

The problems of construction of such a unit from suitable plans and parts lists shouldn't be too difficult for the fellow who has assembled his 1-26 from a kit. However, the problems of alignment when complete may be more than he can handle. The hi-fi kit manufacturers seem to be able to put out equipment in kit form, from which several of us have been able to get satisfactory operation on assembly so perhaps this is a problem which might be taken to one of those manufacturers. It all depends on the interest in this field. This perhaps is a project which the SSA could undertake, but it depends upon the interest of the membership, as expressed to the chairman of the SSA Radio Subcommittee, Fritz Compton, 9600 S.W. 120th St., South Miami 56, Fla.

WASHINGTON DIAMOND C ALTITUDE FLIGHT

R. T. ALLEMANN

An unusual soaring day occurred in the Richland-Kennewick area of Washington on April 8, 1961, although there was no real early indication that soaring would be good on this particular Saturday. At dawn the sky was overcast, but a light wind was blowing. Since I had seen lenticular clouds the previous evening near the Cascade Mts., I hoped that the wind would get stronger. My wife, Mary Ann, and I assembled the Ka-6CR at Vista Field, Kennewick and I took off at 9:45 AM.

My intention was to slope soar on Badger Mt. (1600') and later wave soar if the conditions improved, to the usual 6000 to 7000 feet which had been reached in local flights on several windy weekends last winter. The wind was weaker than I thought and soon I was down to 1700' behind Badger with little hope of making it back to the field, five miles away. I should have gone back earlier, but

but blowing dust to the south indicated that the wind was getting stronger. Also the overcast was moving eastward so that blue sky and cumulus clouds were coming my way.

At 11:00 I saw a hawk circling, dived over to him, and climbed in the first thermal. A few thermals later, cloud base was reached. About noon I saw another sailplane, R. L. Moore's red 1-21, and I joined him for some picture taking till we eventually returned to cloud base (8000'). The wind was from the west at this altitude and I moved to the upwind side of the cloud.

Just ahead of the cloud in clear air I encountered 500 ft./min. lift. Moore joined me immediately and we soon climbed above the cloud. The cloud's upper surfaces sloped at a low angle and lift was available on the upwind side. Moore and I took some more pictures and then parted company. He went south and I north, heading for higher clouds. Soon after, Moore reached 17,200' while I was playing around at 11,000' to 14,000'.

At about 3:00 PM I started back south to try this region and to find Paul Pallmer's 1-23H (Pallmer reached 18,100') or Moore again. Over the draw north of McNary Dam I again came across good lift which took me at 300 to 400 ft./min. eventually to 20,200'. The air temperature was -24°F outside and, since I was dressed lightly, I put on my electrically heated socks. My oxygen tube had broken as I took out the mask so I flew with the tube in my mouth. Generally the airspeed was 40 mph to hold position in the lift. The climb eased rather abruptly and I moved forward and to the right to find it again but with no luck. Giving up, I cruised 30 miles upwind to Prosser encountering two more lift areas, oriented north and south, and then returned to Vista Field after 8½ hours aloft.

No one could have been more surprised than I in getting Diamond altitude (height gained 18,700') from our local field which is located in relatively flat wheat country a hundred miles downwind of the Cascades. This gain is almost twice what we have previously accomplished here (by thermal soaring) and comes within a few feet of the current Washington State altitude gain record—which was set by Bob Moore in a Cascade Mt. wave at Montclair, (Concluded on page 21)