

EL MIRAGE FIELD, HOME OF THE BG-12's



ADELANTO, CALIFORNIA (See classifieds)

looked very marginal when a little thermal without rhyme nor reason, probably prompted by Ross Briegleb's Ritual Thermal Dance then going on at the finish line, gave a glorious 300 feet in straight flight. I pushed over to 100 mph, got cold feet and pulled back to 90, saw—at last—that we would make it and swept across the field at 130 to climb across the finish.

Once on the ground, life seemed very peaceful as everyone rushed up with congratulations.

Observations and Notes

Successful record flying demands two things—a fast ship and good conditions. My experience in Texas showed clearly that if one cannot get more than 5m/sec. lift, modern records cannot be set. My times there were usually between 60-64 mph. At El Mirage, flying at the same inter-thermal speeds, the 50% better lift allowed record speeds even despite such pilot stupidities as not being able to find the second turn point. Given reasonably good conditions, the deciding factor on a record flight is usually the first long climb. One *must* have a really strong thermal, say 7 m/sec. indicated, for the climb out.

A good tail wind on the first leg helps to keep the average up and costs little on the last leg. The next requirement is cloud streets on at least one leg. The records are high enough now so that the usual yo-yo technique of thermal-to-thermal flying will not suffice. High terrain such as at Marfa and El Mirage helps enormously by putting much of the flight above 10,000 feet where one gets a 20-30% speed increment over the indicated airspeed.

I believe that future ultimate records will be set using observers rather than cameras for turn point identification. Taking six pictures at high speed in rough air consumes a surprising amount of time and attention.

A ship such as the HP-8 or Sisu is obviously ideal for speed records. I believe that a successful record setting ship must be able to reach at least 115 mph while retaining a 20/1 L/D. Only those who have flown such sailplanes know how simple it is to fly fast triangles in a ship that rarely cruises under 100 mph.

El Mirage seems to me an almost ideal place for setting speed records. With many Westerners getting Sisus, we can hope for newer and faster

ones for some time to come.

(Editor's note: Moffat's two record applications have been accepted by NAA as new U.S. National soaring records for the 100 and 300-km. speed triangles and forwarded to FAI with the request that they be certified as world records as well. The official speeds were 79.77 mph and 67.18 mph, respectively.)

Specifications of the HP-8

Span—52 ft.

Length—21 ft.

Area—110 sq.ft.

Aspect ratio—24

Wing loading (as loaded for these flights) 7.65 lb./sq.ft.

Wing section—65 sub 3-618

Empty weight—620 lb.

Designed and built by R. E. Schreder in 1958.

Min. sink—2 ft. per sec. @ 52 mph with 10° flap)

Best L/D—39 @ 64 mph

L/D @ 100—26

L/D @ 120—19

ABC Program — 8 More SSA Instructors Named

Between August 15th and September 15th the following organizations had SSA Instructors approved and began operation of their own ABC programs:

The Soaring Society of Dayton, Inc.

SSA Instructor: Patrick B. Close

Rochester Soaring Club, Inc.

SSA Instructor

Edgar D. Seymour

Blue Ridge Soaring Society

SSA Instructor: Lanier Frantz

Orange County Soaring Assn., Inc.

SSA Instructor

Walter MacFarlane

Sail-Flights, Inc.

SSA Instructor

Sig Feuersanger

Les Arnold Enterprises, Inc.

SSA Instructor

James R. Freese

The Soaring Dutchmen, Inc.

SSA Instructor: Fritz Bachman

West Texas Soaring

SSA Instructor: Alvin Parker

Sixteen organizations are now participating in the program. This is only about 20% of the groups that are training students. The remaining 80% of these organizations in the U. S. cannot offer their members the opportunity to obtain the basic soaring badges. The June, 1962, issue of *Soaring* contains a complete description of the program and full details for making it a part of your local activities.

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