

part, yet good management offsets much of this factor.

4. Location. This to me is a *big, big* point and obviously the subject of this series. Therefore, items 1, 2 and 3 satisfied, *how can we break records?*

Consider this: anyone with the ability, a high-performance ship and the wherewithal can go to Odessa (or other places) during a hot, dry year, and come close to 535 miles frequently, if he selects his weather patterns so he is not retrieving on the best days. This I will buy. Even flying out of Grand Prairie, Texas, a careful watch of the Bermuda "high" and resulting southerly flow, will produce several days each year when you can make Odessa, Amarillo or Wichita. These days are not frequent and cannot be ordered in advance. We do know that the hotter and dryer the weather, the more good days occur.

I'm leading up to a situation that is quite controversial, namely, I believe that the great distances, to be set in the future, will be set flying *Polar Cold Fronts*.

This of course will take careful timing. But there are many more frontal passages annually than there are "good" soaring days, even in Texas. So frequency of passages is in our favor.

To successfully utilize a frontal system it must be a real "p-dinger." The more moderate systems or passages tend to "loop-out" or have "gaps" which are caused by terrain influences or minor pressure systems such as small low pressure centers. Often gaps may be 100 miles across. But, you will find the real "Blue Norther" type polar front moves *fast* and *dirty*. This type is less apt to have gaps and frequently develops cells along the line that top out as high as 60,000' asl.

*Lift* along the wedge is terrific and will allow cruising speeds as fast as the red-line of your sailplane. The pilot who intends to fly one of these polar systems will not be faint of heart because if he is he will "chicken out" before he gets started.

*Timing* the passage will be the tough factor. With a strong sailplane and a good tow ship, fronts may be intercepted as much as 100 to 200 miles away from the base, towing to one so that release is made early in the morning.

*Terrain* is another factor since cloud bases could be low in certain areas and you wouldn't want to "bust out" at 1000' or 2000' and find noth-

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ing but trees. So this indicates starting in the Amarillo area and working along the front, across western Oklahoma, SE Kansas, Northern Missouri or Iowa and toward Illinois or even Indiana where in all cases landing fields are plentiful.

The front must be one of the "loopers" that press hard and fast out of the state of Washington toward Texas with full development along both ends but hardest toward the north.

The pilot must be prepared to fly instruments and severe shears, because it gets *rough* inside those cells. Altitude gained inside will provide distance to cross even quite wide gaps.

Leonard Pratt has flown Gooney Birds and Convair 240's through this area and weather, for thousands of hours (and probably thousands of years, at times) and he knows the *strong* polar fronts have plenty of lift and fewer gaps along their lines. He frequently soars airliners.

Springtime polar fronts are extremely dangerous because of ice, hail and lightning, so once "Tornado Alley" opens for the season, one had better stay long gone from Amarillo to Kansas City.

This is the way I think it will be done. Those who aren't worried by cold, wind, rough air, cloud flying and the lack of guts, get a horrible gleam in their eyes when they talk of this possibility. Someone will try it and someone, someday, will succeed.

I'd like to mention speed-flying possibilities, not at great length but records can and will be broken around Dallas, Texas, sometime. There are days when we get beautiful vertical developments we call "chimney cu's." They go 20 to 30,000' and do not exceed five miles across, often only one mile, but

straight up, with bases at 4 to 5,000'. No bad weather accompanies this type of cumulus and if a pilot was ready during this season he could hit the "gate" on any size triangle, work a cu to 10 or 15,000' and bust around the course at phenomenal speeds only using additional lift for the longer courses. The thermals would be extremely visible and you could fly the "tops" once you got started.

### International Team Fund

The Soaring Society of America, Inc., plans to send a full team of three pilots, sailplanes and supporting personnel to the 1963 World Soaring Championships next February in Argentina.

The funds to send the team are being solicited from interested members, clubs and industry since no regular SSA monies may be used for this purpose.

Contributions should be sent to SSA, Box 66071, Los Angeles 66, Calif. Make checks payable to SSA and mark them for the SSA International Team Fund. All contributions to SSA are tax-deductible by the contributors in arriving at their taxable income.

Names of contributors since those published previously appear below. If you desire to be counted as a supporter of this cause, act now!

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