

Colorado Altitude Records

Harry M. Sims, director of state soaring records for Colorado, has announced that three state absolute altitude records and two state altitude gain records were established during the months of November through January. A summary of these events follows with quotations from the pilots' flight descriptions.

November 10, 1962; absolute altitude record of 21,400 ft. set by Wylie H. Mullen, Jr., M.D., of Joliet, Ill., in a Schweizer 1-23H sailplane.

"This was an early morning wave flight made from Wild Ranch (Black Forest Glider Port, 7100 ft. elevation), to the lee of Pike's Peak. Aero tow by Super Cub to 13,000 ft. asl. From there to 18,000 ft. a rate of climb in excess of 2500 ft./min. was encountered. Maximum altitude obtained was 21,400 ft. asl. Air was dry with no visible lenticulars or roll clouds. Secondary wave was encountered also but it was weaker. Glide to landing at take-off airport. Oxygen was used throughout the flight, including tow, as a precaution against altitude sickness in case much higher altitudes could be reached."

December 6, 1962; absolute altitude record of 29,345 ft. and altitude gain record of 14,601 ft. set by Wylie H. Mullen, Jr., M.D., in a Schweizer 1-23H sailplane.

"Winds aloft held only fair promise of good waves in immediate area; however, many alto-lenticular clouds in all quadrants. Aero tow for 1:15 hr. upwind over rugged terrain to primary wave. Release at 14,908 ft. asl. followed by low point of 14,744 ft. asl. Smooth wave lift to 29,345 ft. by barograph (29,500 by altimeter) at which point further climb in 1-meter lift was abandoned to avoid instrument conditions in leading edge of lenticular. No further lift found in front of clouds. Rapid descent made to test dive brakes and due to short supply of oxygen."

January 9, 1963; absolute altitude record of 31,827 ft. and altitude gain record of 18,325 ft. set by Capt. James Wallace Leland of the USAF Academy, Colo., in a Schweizer 1-23H sailplane.

"The flight originated from the Black Forest Glider Port with take-off at approximately 10:00 A.M. An attempt was made to fly directly into the primary wave at the base of Pike's Peak; however, severe

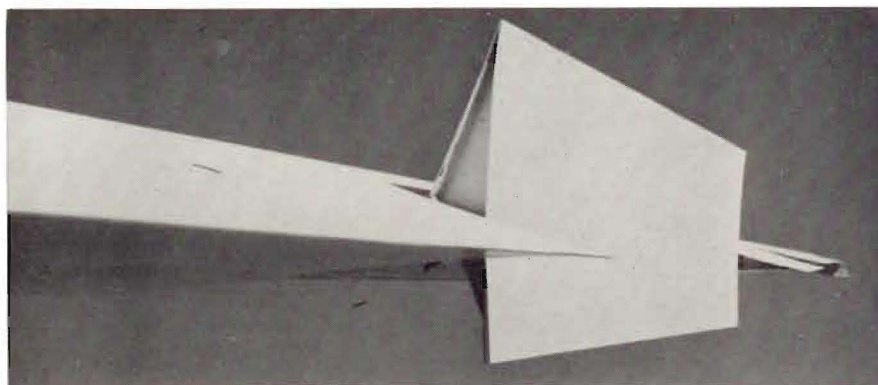


Photo by Earl Seagars

Looking outboard along the right wing trailing edge of the Prue Super Standard sailplane affords a good view of the 90-degree vertical balanced dive brake inboard of the aileron. Designer-builder Irv Prue reports light control forces and stable flight characteristics when brakes are full on with no noticeable pitching moment.

turbulence in the rotor cloud in the vicinity of Manitou Springs precluded this approach. Release was made at 11:00 A.M. over Southern Colorado Springs at 13,600 ft. asl. The secondary wave was engaged at 14,000 ft. and 2-meter lift, falling off to 1-meter at 22,000 ft., was encountered. Penetration was made forward toward Pike's Peak and, after a low of approximately 13,500 ft., the primary was engaged about 4 miles east of the summit. Initial climb was approximately 2500 ft./min. to 17,000 ft. asl. The rate of climb was still 600 ft./min. at 33,000 ft. asl. when flight was terminated as oxygen supply was being depleted. The landing was made at 1:30 P.M. at Black Forest Glider Port."

Australian Nationals

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League One: Ka-6 (3), Skylark 2 (2), BG-12A (2), LO-150 (1), Cherokee 2 (1), ES-59 Arrow (1), and Mucha Standard (1); League Two: ES-52 Kookaburra (3), ES-57 Kingfisher (2), ES-52b 15m Kookaburra (1), ES-54 Nymph (1),

Olympia Meise (1), ES Grunau 4 (1), and Grunau 2b (1).

Launchings at the competitions were carried out by Tiger Moth and Auster aircraft. There were no incidents except a broken wing on the last day when one Ka-6 was maneuvered around an impossible attempt to land into wind amongst parked cars.

Delta Airspeed Anticipator

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the swimming pool, I can't tell by the sound. I keep hearing water running instead. This DAA makes it so maybe I can keep up with Dick Schreder. Of course, I also fly 95 mph between thermals as Dick told me to do and this gives me a lot of chance to practice landings.

But if he'd have told me how not to go through the thermals like yellow lights, and if I could make the bubble behave in my Delta Airspeed Anticipator, and if I were riding in the front seat of a two-seater with Dick in the back seat, I could surely arrive before he does.

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Sky Sailing Annual Regatta, April 27-28, 1963.