

wonderful, nasty rotor up to 10,000 ft. and then the quiet wave lift, 800 ft. per minute right up to my Diamond altitude gain! At 25,000 ft. I was about 5,000 ft. above a thin lenticular cloud that had formed during the last few minutes.

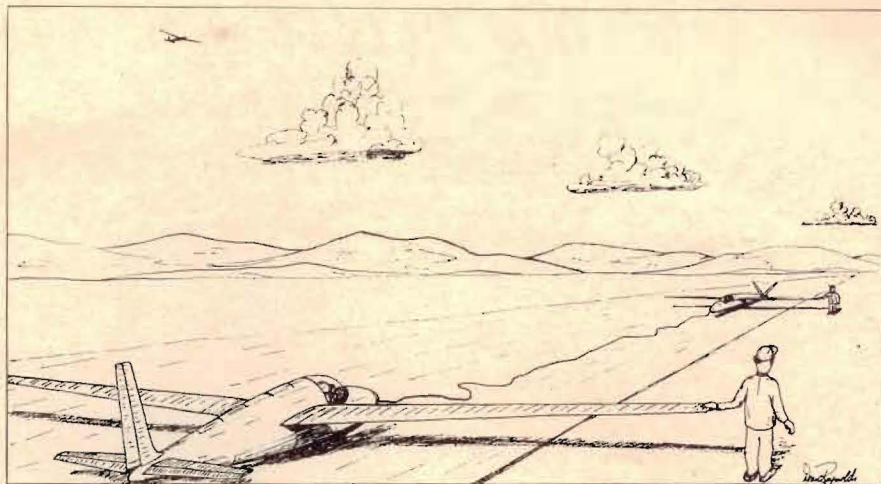
Turning north again, flying fast to penetrate the hard sink, I had amazing ground speed. With mittens off to unfold a chart, I became aware of the extreme cold. Engrossed in navigation and letting the ship fly without my help, can you imagine my surprise when I noticed the variometer reading 400 fpm up? A quick 180-degree turn and back to 50 mph. Now the variometer shows 800 fpm again. This time we topped at 25,400 ft. Another cloud formed below, joining the countless other lenticulars stretching to the northern horizon. This was a major wave of the same magnitude. What a day!

Death Valley Scottie's Castle is way below and far to the east. Distance is deceiving at this altitude. The terrain is not very inviting, and there is no habitation for miles and miles. I'm glad I'm high!

Heading north again I contact another wave. Turning around to climb, I foolishly wasted time gaining altitude I didn't need. Sunset was approaching and I should have speeded on my way. Way off to the east, I spotted lights at a service station. To the north, all I could see was hazy, desolate country. Not sure of what sort of landing site would be available when darkness drove me down, I made my decision to land. Those lights meant people and refuge for the night. On the way over at 80 to 90 mph, I bang into lifts twice more. Killing off more than 12,000 ft. over my landing spot revealed the mistake of gaining useless altitude so late in the day.

Total flight time was 4 hours and 20 minutes. An analysis of the barogram gives an approximate idea of ground speeds between climbs. During each climb I was stationary over the ground and this is the clear area under the trace. The shaded area under the line represents the time in minutes during which I was traveling cross-country. I almost hesitate to put down the figures here. 175 miles in a straight line, 74 minutes over the ground, gives an average 142 mph ground speed! And I didn't travel in a straight line!

This must have been the day to



bust, bust, bust Dick Johnson's record.

Idea Corner

Operations in Hawaii are with 1-26's and 2-22's off hard-surfaced runways. Until we developed the adaptation described below, we were able to get only about 8 or 10 landings before our skid plates needed replacing and often the wooden portion of the skid was charred badly enough to need replacement after only a few more landings. Now we get upwards of 2,000 landings before any attention is required.



A 1½" x 5/16" carriage bolt is placed through the center hole of a tapered spring leaf and then welded onto the leaf on the side oppo-

site the bolt head. A hole is then burned through each end of the leaf for bolts to hold it in case the center bolt breaks or the leaf wears through at the center bolt. The leaf is then bolted onto the skid with the center bolt at the point of greatest wear. The bolt head soon wears out but this is of no concern since the bolt is welded to the leaf.

Not only does this installation last indefinitely but it is inexpensive and readily available. It also runs cool enough so the wooden part of the skid doesn't char. The photograph shows three of the skids ready for installation. The weight of each is chalked on the leaf to show that the penalty is not excessive, particularly with the short leaf which works just as well as the long ones.

J. W. McREYNOLDS

Red Wing Soaring Assn. Becomes a Chapter of SSA

The Red Wing (Minn.) Soaring Assn., described on page 19 in the "Club News" section, has become the 57th SSA Chapter.

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