

THREE WORLD DISTANCE
RECORDS

by Victor Rastorgoueff

On the first flight on May 5th, I was towed up by an airplane at 9:30 a.m., soon encountered good lift at 1,000 feet and released. Usually, after releasing from the airplane, I would climb at about 8 ft. per sec., but during this flight, there was at first negligible climb, which gradually increased to 5 ft. per second. For a while I had to make a slow, flat glide, as over the vicinity of the airport near Moscow the rate of climb did not exceed $1\frac{1}{2}$ ft. per second.

By 10:00 o'clock, the cloud conditions improved somewhat. Having climbed to 4,300 ft. where the wind velocity was from 11 to 18 m.p.h., I determined the wind direction by watching the cloud shadows which showed cloud streets. Low altitude and poor lift not over 7 ft. per sec. made me decide an hour after the start to fly off in the direction of Seipoukhov, and then to Tula, which I reached after two hours. Here the cloud base was at 5,600 ft.

Eighty miles beyond Tula, cloud streets, directed toward the south, came to an end. Some of them pointed S to SE and some S to SW. I took up a course of 135 degrees (SE) and kept that direction until my landing. On my right there was clear sky, but on the left and in front were plenty of clouds. They ended 45 miles from Voronezh shortly after 6 o'clock.

Towards the end of the flight, having become accustomed to the sailplane, I was able to reach an altitude of 6,560 ft. At about 5,900 ft. I was gliding under a cloudless sky. Here I was flying along the River Don. At some places I succeeded in reaching a height of 4,000 ft. but later, for about 70 minutes, I was gaining and losing from 300 to 600 feet at a time and finally had to land near Devitza shortly before 7 o'clock, having covered 335 miles. The temperature was low, 51 degrees at the landing and 46 degrees when I took off.

During the first and second flights I did not have to watch the character of the country, as the clouds were nearly everywhere, over fields as well as woods. It seemed as if some of the clouds had independent lift, and under such clouds, on earlier occasions, I had been able to fly for distances up to 25 miles.

On my second flight on May 12th, the conditions were somewhat better, except for lower wind velocity which made it difficult to determine the wind direction. I took off at 11:03 a.m., an hour after Ilchenko in his two-seater. I lost a lot of time wandering around Moscow, which was a mistake. The clouds were very high and the rate of climb up to 18 ft. per sec., which enabled me to reach considerable altitudes.

I released at about 2,500 feet. The temperature averaged about 51 degrees during this flight. Most of it was over wooded country but the rate of climb was much the same as during the previous flight over more open country. The cumulus clouds were normal and their bases as high as 6,500 feet. They disappeared soon after I landed shortly after 6 o'clock, near Vorontzovaka, having covered 374 miles in seven hours.

On the third flight on May 27th, I took off at 10:11 a.m. and released at 2,750 feet. The cloud base was about 4,350 feet. Conditions were similar to those of the first flight. The cloud base gradually rose and the wind direction was 145 degrees to 150 degrees (SE by S). Toward the end of the flight, the cloud base rose to 6,900 feet. I very seldom entered the clouds and only if there was a clear area of 20 to 25 miles to be crossed. I landed near Iarygenskaya at 6:29 p.m., having covered 405 miles in 8 hours, 18 minutes.

WORLD DISTANCE RECORD
FOR TWO-SEATERS

by V. M. Ilchenko

On May 27th, conditions seemed good for distance flights. Four high performance sailplanes were taken out: two G-7's, one Rotfront 6, and one two-seater KIM-3, the "Stakhanovetz" which I flew. With V. Emerik as passenger, I was towed up to the clouds at 9:57 a.m. Releasing at 2,600 feet, I immediately started to circle and when I reached 3,280 feet, I flew toward the central airport, above which I could see a cloud forming. I was soon joined by Rastorgoueff flying the G-7. After we had been flying together under this cloud for a bit, he went off toward the south where we could see cloud streets. I remained where I was, waiting for clouds to form along my chosen course.

Knowing the wind direction at ground level and at my own height, I flew along a course of 150 degrees (SE by S). Near Moscow, in the neighborhood of the Lenin Mountains, a small cloud started to form and, flying towards it, I immediately found lift. Circling tightly, I started to climb at the rate of 8 to 10 ft. per sec., rising from 3,200 to 5,250 ft. after which I resumed my original course. Just before Kolomna, I found a big gap in the clouds, in which I sank to 2,460 ft. In front, small laminated clouds were forming. Not risking to go forward, I returned to my old cloud and with great difficulty attained an altitude of 4,300 ft., taking about an hour to do so.

The only clouds in front were becoming bigger, changing to strato-cumulus and getting higher. Before the River Oka, I met practically unbroken stratified clouds and was flying at 4,100 ft. without losing height. I left Lake Ozery on my right and flew across the Oka. The height varied and was recovered at each cloud. The poor lift and the great distance between the clouds made the flight rather precarious.

Flying from cloud to cloud, I kept moving along. The weight of the sailplane was 1,102 pounds. The speed was from 56 to 68 miles per hour and sometimes up to 81. The air was smooth. The country below—lakes, woods, rivers, railways, roads—all looked small. The country was very variegated. I was then flying at about 5,000 ft. On the right I espied the town of Ryazhsk towards which I turned. Further on the left I could see Ryazan. After Ryazhsk I started to bear right towards more active cumulus. When later we checked the course, we found I had been flying in a practic-

ally straight line except when flying along the right bank of the Moscow river.

The clouds started to become more widely spaced, but their height remained at 6,200 ft. I started bearing left, away from Michourinsk on my right, later taking a course of 135 degrees (SE). Far in front, on the left, I saw the town of Tambov. I turned towards it and flew beneath clear sky. At times the sailplane was flying at constant height, at times was gliding at 56 miles an hour steadily losing height; I felt that I could not reach Tambov and turned towards a railway. In front I could see the Sabourovo station surrounded by fruit gardens. I selected a landing field with crops, between the railway stations of Sabourovo and Selezni, there being no other fields suitable for the two-seater. After passing low over the village, I landed at 5:38 p.m., having covered 253 miles in 7 hours and 41 minutes.

At the greatest height, the temperature was 32.9 degrees Fahrenheit. The flight was comfortable as the sailplane had a celluloid cockpit cover. I spent half my time getting height under clouds. The conditions could be described as worse than average from the point of view of the rate of climb and the state of the clouds. The wind velocity was 7 to 9 m.p.h.

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sand feet higher. When the weather was so bad that airplanes would drop below 1,000 feet for contact flying, the sailplanes would not be in the air. It is, therefore, obvious that the problem of possible collisions is negligible.

There can be no valid objection to letting these fellows fly and the Bureau must either grant them special privileges or revise the regulations so that they can get their ships licensed and come within the law. More and more does it look as if there should be a glider expert in the B.A.C. to handle problems such as this. It seems as if we have still a number of impediments to the development of motorless flight that must be removed before the sport can begin to come into its own in this country.

Cross
Country Soaring*(Continued from Page 2)*

I always fly toward slopes, fields bounded by forests, or some other uncultivated land. At the end of the flight, care should be taken to look for and clear power lines or other obstructions. Whenever possible, it is best to land uphill.

Much more could be added, but the best teacher is still practice, and each pilot will profit most from his own experiences. In spite of that, I hope that what I have said may be an incentive for greater distance flights.