



Leroy E. Eslow

On August 16, 1947, Richard Johnson (right), with Jack Propp as passenger, claimed to have exceeded the National two-place goal and return record with a flight from Bishop, California, to Adamson Airport, and return, for a round trip distance of 155.16 statute miles. The sailplane used was a Schweizer TG-2. R. A. Sparling, who accompanied Dick on his 314 mile flight last year, is the gentleman with the pipe.

we soon leave him miles behind. The second hour finds the clouds beginning to build. Pilot X is still slugging away at low levels as we begin to climb steadily into a large Cumulus. As the lift begins to lessen, we leave the cloud with over 10,000 feet of altitude. The base is 5000 feet below. At this height, we take advantage of the West to East upper air flow. Between clouds, the air is as smooth as glass: no turbulence, no localized headwinds, no *downdrafts*. With our indicated airspeed of 90, our true airspeed figures 108 miles an hour. Aided by a tail-wind of 30 MPH, our first check-point proves our ground-speed to be over 138 miles an hour!—Pilot X is over a hundred miles behind.

Flying in the cloud level, it is an easy task to head for the building Cumulus and gain back our loss before dropping below the cloud base. Ground heating is well under way and each cloud we use gives us better lift and a higher altitude than those previous. At the end of the third hour, our average flight level is 14,000 feet. We've been utilizing clouds whose tops are over 18,000 feet. We've had some turbulence and a little icing, but our artificial horizon has enabled us to circle in the cores of the smoother lift and our all-metal ship has easily carried the thin film of light rime ice. Now, our average ground speed is over 168 miles an hour! We've made better time be-

tween clouds as the smooth air has permitted us to increase our indicated airspeed to a hundred miles an hour. Due to our increased height, the tail wind has increased to 40 miles an hour. Pilot X, by now is plugging along across some poor terrain, bucking a headwind that is flowing into a large Cumulus and fretting with uncertainty because of large downdrafts. His composure is further reduced by his constant wrangle with excessive turbulence. Consider for an instant: three hours of flying and we have covered a distance of over 445 miles!

At the end of the fifth hour, the horizon is dotted with thunderstorms and building Cumulus. We continue to use the building clouds and avoid the areas of thunderstorms. Altitude is not our quest. This flight is made to establish a distance record that will cause the Foreign marks to pale into insignificance! One by one the maps are put aside. The old record falls, we make our last flat glide (now avoiding the still present lift) and land after crossing the 700-mile mark!

"Impossible, fantastic?" No! . . . Figure it out. In lieu of monotonous circling, we've accomplished our climbs in lift that has averaged better than 1500 F.P.M. Our choice of sites has been in the Western United States that bounds with Cumulus during the instability periods of the late summer. If you think this line of reasoning is implausible, let me start your thinking process into action by stating that over lighted airways, taking advantage of the high-level-flight, it is possible to make a distance flight of over 1000 miles!

Let us shed our characterizations of "Pilot X," work together, exchange our ideas, not leaving them as theories, but proving them! Then . . . use the latest in sailplanes, adequate equipment, instruments and accessories and gang-up to . . . "Smash the 'Bejaebers' out of all the existing records!"

**HAVE YOUR CONTEST SANCTIONED BY THE SSA.** To avoid confusion and to derive all the benefits the organizing officials should write to the SSA, 228 Boston Post Road, Weston 93, Mass. as early as possible, for a sanction for their event.

**BENEFITS OF A SANCTION:** Free Advertising in SOARING, Minimum of conflict with other soaring events with regard to dates, Standardization of Rules, Mailing lists furnished at cost, Write Up of event published in SOARING, Co-operation of the SSA on matters of publicity, Aid in the Distribution of Special Bulletins to the entire membership furnished at cost, Further Help by the SSA to aid in the success of the event in very way possible.

It is now planned to publish SOARING once a month until it is up-to-date. Due to circumstances beyond our control the publishing of this issue was seriously delayed.