U. S. SOARING RECORDS

Official National Soaring Records given below in CAPITAL LETTERS.

Excelling National Soaring Performances not qualifying or applying for Official Recognition given below in lower case letters.

SINGLE-PLACE

Altitude Gained: 1-1-49, JOHN ROBINSON, "ZANONIA," BISHOP, CALIF., 24,200 FEET.

Duration: 12-17 & 18, 1931, LT. WM. A. COCKE, JR., "SENIOR ALBATROSS," HONOLULU, HAWAII, 21:34.

Distance: 7-19-47, JOHN ROBINSON, "ZANONIA," WICHITA FALLS TO BARSTOW, TEXAS, 325.13 MILES.

Distance to Goal: 8-10-49, E. J. REEVES, "SCHWEIZER 1-23," GRAND PRAIRIE, TEX. TO MUSKOGEE, OKLA., 227.44 MILES. (Official Approval by NAA pending.)

6-6-39, Woodbridge Brown, "Baby Albatross," Wichita Falls, Tex., to Wichita, Kan., 263 miles.

Distance and Return: 7-16-47, PAUL MACCREADY, JR., "SCREAMIN' WIENER," WICHITA FALLS TO ANSON, TEX., AND RETURN, 229.19 MILES.

Altitude Above Sea Level: 1-1-49, JOHN ROBINSON, "ZANONIA," BISHOP, CALIF., 33,500 FEET.

Speed for 100 km. Triangular Course: None.

MULTI-PLACE

Altitude Gained: 9-10-48, WM. G. BRIEGLEB AND THAYER SMITH, "BRIEGLEB BG-8," ADELANTO, CALIF., 14,800 FEET.

7-25-46, Paul Tuntland (solo with ballast), "Pratt-Read," Orlando, Fla., 18,830 feet. (Not in conformity with FAI multi-place requirements.)

Duration: 4-9-46, Frank Hurtt and Richard Powell, "Schweizer 2-22," Elmira, N. Y., 10:09.

Distance: 9-8-46, RICHARD JOHNSON AND R. A. SPARLING, "SCHWEIZER TG-2," PRESCOTT, ARIZ., TO GOVERNADOR, N. M., 309.68 MILES.

Distance and Return: 8-16-47, Richard Johnson and Jack Propp, "TG-2," Bishop to Adamson, Calif., and return, 155.16 miles.

Distance to Goal: 7-13-47, Eugart Yerian and Wm. Ordway, "Schweizer TG-3," Wichita Falls to Amarillo, Tex., 207 miles.

Speed for 100 km. Triangular Course: 8-12-49, WM. G. BRIEGLEB AND JACK LA MARE, "BG-8," ADELANTO, CALIF., 28.1 MPH. (Official Approval by NAA pending.)

FEMININE SINGLE-PLACE

Altitude Gained: 4-15-48, BETTY LOUFEK, "LAISTER-KAUFMANN," BISHOP, CALIF., 14,496 FEET.

Duration: 9-4-38, HELEN MONTGOMERY, "FRANKLIN," CRYSTAL DOWNS BEACH, MICH., 7:28.

Distance: 7-14-47, Virginia Bennis, "Kirby Kite," Wichita Falls, Tex., to Willow, Okla., 94 miles.

Distance to Goal: 9-9-49, BETSY WOODWARD, "CINEMA TG-1A," ADELANTO TO SAUGUS, CALIF., 53 MILES. (Official Approval by NAA pending.)

Distance and Return: None. *Altitude Above Sea Level:* None. *Speed for 100 km. Triangular Course:* None.

FEMININE MULTI-PLACE

Altitude Gained: 7-12-49, BETTY MCMILLEN LOUFEK AND CLAIRE LEE MCMILLEN, "LAISTER-KAUFFMANN," ADELANTO, CALIF., 5,850 FEET. (Official Approval by NAA pending.)

Duration: 7-12-49, B. LOUFEK AND C. MCMILLEN, "L-K," ADELANTO, CALIF., 1:59. (Official Approval by NAA pending.)

Distance: 7-12-49, B. LOUFEK AND C. MCMILLEN, "L-K," ADELANTO TO DAGGETT, CALIF., 49 MILES. (Official Approval by NAA pending.)

On January 1, 1950, at Bishop, John Robinson reports, he went to 33,800 ft. (not a record, as did not exceed previous mark by 5%). Bill Ivans hit 30,000 in his "I-23," Fred Walters over 27,000 in L-K to claim two-place record.

A Danish two-place record was claimed by Per Meulengracht with an L-K flight to 27,000 ft. A later wave took Harland Ross and passenger to a new high, 36,100 ft.

THE CZECH LUNAK

THE LUNAK L-107, a sailplane of high quality, capable of excellent performances and suitable for all types of soaring, was built in 1948 by the Aviation Works, National Corporation, Czechoslovakia. It is a single-seat mid-wing cantilever ship, constructed of pine and birch plywood. All fittings are aluminum alloy and protected against corrosion.

The sailplane is stable both with fixed and free controls under all flight conditions, and always returns to gliding flight. Assembling and dismantling is greatly facilitated by the fact that each wing can be rotated about two auxiliary hinges, located on the sides of the fuselage. Specially designed tools further speed the job, which can be accomplished by three people.

The wing consists of a main box spar and ribs covered with diagonal plywood, the main spars are joined together by fittings and two conical pins, and the whole unit is attached to the fuselage at four points. It is fitted with dive brakes and landing flaps, the control-