

soaring operations in the spring of 1958 at Mid-Continent Airport, northwest of Kansas City. A TG-3 has been purchased from Dave Blanton of Wichita, Kansas, and a TG-2 from elsewhere. Plans are to acquire a towplane, also. They are trying for 100% SSA Membership.

Captain Lin Bachtell, who was recently transferred from the very active Dayton, Ohio, area to Robins AFB in Georgia, has organized a club in his new location. It is called The Mid-Georgia Soaring Association. Equipment consists of a Schweizer 1-23 and an LK. Operations are at Cochran Field, Macon, Georgia. As a strong advocate of the sport Lin is also trying to have all of the club members become SSA Members.

Another club is being planned around the TG-3 owned by Nate Eastman, Box 183, Kimball, Nebraska. Most of the interest in the area is centered around near-by Scotts Bluff where operations are expected to be conducted.

In Liberal, Kansas, a group is forming around a Schweizer 2-22 kit sold to them by Dave Blanton of Wichita. They have an old airbase adjoining the city that has 7000 foot runways in every direction. Dave expects to check them out when the ship is ready to fly.

One more effort to get a club going has been heard from E. G. Bartos, 3838 Churchill Rd., Charlotte, North Carolina. This is in an area where clubs are few and far between.

The distribution of U.S. clubs on a map makes an interesting picture and will be published in a future issue of SOARING.

## SHIP TRANSFERS

Gliders in this country seem to change hands at a fairly constant rate. Keeping up with the changes is an interesting pastime when considered in the light of added performance being put in the hands of known or suspected talent. For accurate census reasons it is also desirable to have information regarding every ship transaction sent to the SSA.

Some recent changes not mentioned elsewhere in this issue are: Ray Jackson of Dearborn, Mich., sold his second 1-23, which was damaged following the 1956 Nationals, to Bob Smith of Bay Shore, L.I., N.Y. Bob has in turn sold his flat-top LK to Willi Geiselmann of St. Louis, Mo., so he will not be distracted in the repair of the 1-23 this winter.

# 200 KILOMETER COURSE RECORD ESTABLISHED

## SSA RECORD HOMOLOGATION SUBCOMMITTEE

On August 18, 1957 Paul F. Bikle of Lancaster, Calif. made a flight in the record category of Speed Over a Triangular Course of 200 km from El Mirage Field, Calif. which has since been accepted by the NAA as a new National Record and by the FAI as a new World Class record. The speed certified was 55.02 mph. The World Class record was 48.153 mph, set by Guy Rousselet of France in a Breguet 901 F.C.A.J.A. sailplane on May 4, 1956 around a course beginning at St. Auban, France. There had been no U.S. National record in this category prior to Bikle's flight.

Bikle's course measured a total of 269.98 km or 167.76 miles, with leg lengths of 82.13 miles from El Mirage to Ludlow, 36.55 miles from Ludlow to Daggett and 49.08 miles from Daggett to El Mirage. Photographic techniques were employed instead of observers at the turning points. Very nice films were obtained as proof of completion of the course.

Bikle is Technical Director of the Air Force Flight Test Center at Edwards Air Force Base. He recently purchased the Schweizer 1-23E from Bill Ivans after placing second with it in the 1957 Nationals.

The application and file for a record flight requires a "Pilot's Description of Flight." The one Bikle wrote for this record flight follows:

### Pilot's Description of Flight

Date: 18 August 1957

Aircraft: Schweizer SGS 1-23E,  
N91893

Place: El Mirage Airport

Selection of the El Mirage to Ludlow to Daggett (CAA) and return to El Mirage triangle for an attempt at the 200 km speed record around a triangular course was made to take advantage of the cumulus build ups that had been observed over this area for several days. A copy of the applicable portion of the Los Angeles Sectional Chart is attached to show this triangular course and also the actual flight path.

As anticipated, the cumulus activity south of Daggett started just before noon. Ground temperatures were

fast approaching the over 100 degree range forecast for the afternoon. Take-off was delayed until after 1300 waiting for clouds over El Mirage but these did not materialize. Frequent dust devils indicated strong thermal activity, however, so take-off was made at 1310. Release was made at 5700 feet (2800 feet above ground) in a weak thermal eight minutes after take-off at a point  $\frac{3}{4}$  miles south of the starting plane. Returning immediately to the starting plane, the line was crossed at 5000 feet about 2000 feet above the ground at 1320. Thermals were relatively weak for the first half hour but an altitude of 11,000 feet was finally reached about 5 miles northeast of the airport over the Shadow Mountains.

A long glide was started at 60 mph across the Mojave river valley to the hills and clouds southeast of Helendale. Some altitude was lost but the clouds were reached with plenty to spare. Lift was again encountered and it was possible to climb at several hundred feet per minute while flying straight toward the darker clouds south of Daggett. Cloud base was reached at just over 13,000 feet at a point about 40 miles out on the first leg. From this point the rest of the flight was made almost without spiraling and cruising at speeds of from 80 to 100 mph between 10,000 and 14,000 feet.

Two photographs were taken with each of the three cameras at each turn point. Wide turns (about 2 miles) were made to insure positive photographic evidence. As Daggett was approached, it was evident that the cumulus build up was fast turning to a storm with considerable rain and some lightening. Shortly after the Daggett turn it was necessary to penetrate an area of heavy rain. Turbulence was not excessive and some lift remained. Cruising speeds over 90 mph were maintained.

The rain stopped near Helendale and a 25 mile glide to El Mirage was made at 100 mph. The starting plane was recrossed from the east at 1623 at 300 feet with the landing one minute later.

Paul F. Bikle