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STARR EXCEEDS NATIONAL GOAL AND RETURN RECORD

On Saturday, July 15th, Sterling V. Starr of San Diego, Calif., completed an attempt for a new national goal and return record by soaring his Schweizer 1-23D sailplane from Inyokern, Calif., to Lee Vining, Calif., and return. The total distance is approximately 346 miles and is so close to the minimum needed to establish a new record (6,214 mi. or 10 km.) that only the official great circle distance calculation will confirm or deny the application for a record. The existing record is 339.86 miles, set during the 1960 Nationals by Richard E. Schreder of Toledo, Ohio. This was also the world soaring record until January when Dennis Burns of England set a new mark of 351.38 mi. in South Africa.

Sterling has submitted the story of this flight for publication in a future issue of *Soaring*.

LONG SOARING FLIGHTS

In addition to Sterling Starr's 346 mile goal and return flight mentioned elsewhere in this issue, there have been a number of notable soaring flights made during the past few months when some very superior conditions have existed.

On Sunday, June 18th, Robert F. Hupe soared a Ka-6CR 210 mi. from Plainfield, Ill., to Adrian, Mich., in 4:41 hr., landing at 1621 EST, to earn Gold C distance and Diamond C goal.

On Wed., June 28th, Marcel Godinat earned his second diamond with a 215 mile goal flight in his LO-150 from Kingman, Ariz., to Holbrook, N. M. Flight time was 5:44 hr., landing at 1703 MST.

On Thurs., June 29th, Alvin H. Parker completed his Silver C and earned Gold C distance by soaring a 2-22C 195 miles from Odessa to

near Friona, Texas. Flight time was 6:03 hr.

July 3rd was a big one for many flying from Adrian, Mich. James K. Ferguson soared the SSD 2-22 181 miles in the 30 knot wind to Carrollton, Ohio, in 5:02 hr. Three others flew 1-26's to the same goal at Steubenville, Ohio, 205 miles: Edward Glowacke, Erich H. Nacht and Harley J. Shaffer. Each claimed Gold C distance and Diamond C goal. A notch better was Chuck Hauke's 305 miles to Somerset, Pa., in his L-Spatz-55. And best was Rudy Mozer's 396 miles to somewhere in Maryland in his Ka-6. This is believed to be the longest flight ever made east of the Mississippi, exceeding Dick Johnson's 360 miles from Elmira, N.Y., to Norfolk, Va., during the 1951 Nationals.

On July 4th, Jim Hard soared a long way — up — in his 1-19 and earned Gold C altitude at Wenatchee, Wash. His gain was 10,700 ft., and maximum altitude 13,700 ft.

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On Thursday, July 6th, John Ryan made his monthly try at the distance record, this time heading north out of Kingman, Ariz., and landed 302 miles out at Delta, Utah, after being stopped by wet ground 35 miles north of there. Including a detour by way of Las Vegas, Nev., his distance along flight track was 451 miles.

On Sunday, July 9th, Lloyd Licher soared his 1-26 199.5 miles from El Mirage Field, Calif., to Yucca, Ariz., in a no wind condition to earn Gold C distance and Diamond C goal. Flight time was 6:32 hr.

On Saturday, July 15th, Jack Lambie soared his Fauvel AV-36 flying wing sailplane 247 miles from El Mirage Field, Calif., to Mesquite, Nevada, on a try for Diamond distance. His take-off was at 2:00 P.M. and good use was made of an extensive shearline condition.

NEW N.Y. DIST. RECORD

The New York State Single-Place Distance Soaring Record for the senior category (less than Gold C) has been raised to 193 miles by Walter F. Briggs of Clinton, N.Y. On June 22nd he soared a Schweizer 1-26 from Utica, N.Y. to the Pachaug, Conn., Airport near the R.I. state line to earn Gold C distance. The record had previously been held by Kai Gertsen of Rochester, N.Y.



Photo by Don Winslow

The O-2 "Jana-Linn," another new sailplane, shown making its first test flight on June 11th at Minter Field, Bakersfield, Calif., with designer-builder Vernon Oldershaw at the controls. It is of all wood construction, featuring a Vee tail and shock absorbing retractable landing gear. The three piece wing tapers from a 41 inch to a 12 inch chord with a span of 49 feet. The aspect ratio is 22 and wing area is 110 sq. ft. The laminar airfoil section is the 63(3)618 at the root, tapering to a 63(2)615 at the tips. Empty weight is 500 lb. and maximum gross is 725 lb., giving a wing loading of 6.6 lb./sq. ft.

SOARING