



Map showing track of record flight.

come scarce, turned NNE to the last cu NE of Greensburg, Kansas. In smooth, weak lift Ah gradually rose to 9500 ft. and started my final glide of 57 miles toward my goal, the Great Bend, Kansas Airport, which was out of sight in the haze at this time."

With a slowed-down pace, like one who does not really want to end such a wonderful experience of a lifetime, Al Parker continued his story.

"Believing that Ah could not possibly reach my goal without further lifts, Ah set out at maximum L/D speed of 71 mph and after a while the Great Bend Airport emerged from the haze. As it gradually began to move down in the canopy, Ah increased my speed and at 6:25 P.M. arrived with 2600 ft. to spare over the airport going 120 mph indicated."

"Ah was very happy when my friend Ben Greene with his German-built ship captured the world goal record from the Russians, but Ah am much happier to have made it an all-American record by starting out from Texas with a Texas-built Sisu and a Texan did the job."

"If the Sisu could be described, Ah would say," concluded Al Parker, "that it thermals like a 1-26 and goes like hell! Len Niemi has produced an unbelievably fantastic sailplane."

### Bibliography on Soaring

Recent articles or items on soaring which have appeared in non-soaring publications.

*Air Facts*, Nov., pp. 39-55, "A way of Flying," by Robert Buck; description of his Silver badge distance and altitude flight.

*Air Progress*, Jan., pp. 54-61, a comprehensive pictorial and descriptive coverage of the Nationals, including sailplane data and competitors' commentary.

*FAA Horizons* (FAA employee publication), Nov., pp. 10-11, "Soaring Yields New Horizons," 8 photos of activity by the Midwestern Soaring Assn.

*General Aviation News*, Oct. 16, p. 1, photo of Cessna Skyhawk about to tow a 1-26. Nov. 27, p. 16, photo of Sisu 1A and story of company move.

*Medical Tribune*, Oct. 18, article on soaring from interview of Dr. Elmer Rigby, an SCSSA/SSA member.

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