

O A K L A N D   C H A P T E R

N A T I O N A L   A E R O N A U T I C   A S S O C I A T I O N

R E Q U E S T   F O R   R E C O G N I T I O N   O F   R E C O R D

(No Classification Available)

--- DURATION ---

(For Ladies)

22 Hours -- 3 Minutes -- 28 Seconds

LOUISE MC PHETRIDGE THADEN - Pilot

OAKLAND, CALIFORNIA

March 16 and 17, 1929

CONTEST COMMITTEE

OAKLAND CHAPTER OF NATIONAL AERONAUTIC ASSOCIATION

OAKLAND, CALIFORNIA

-- Official Timer's Report --

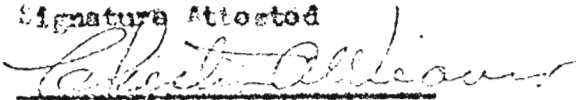
Character of Trial: Duration for Ladies  
Place : Oakland Municipal Airport, Oakland, California.  
Date : March 16 and 17, 1929.  
Aircraft : Travelair Biplane - Identification No. 6426  
Engine : Hispano Suiza 180 H.P.  
Pilot : Louise Mc Phetridge Thaden FAL No. 6850  
Chronometer : Elgin No. 12728269 - checked constantly with U.S.  
Weather Bureau on Airport.  
Finishing Time : March 17, 1929 - 1-55-3 Pacific Standard Time  
Starting Time : March 16, 1929 - 3-51-35 Pacific Standard Time  
DURATION : 22 Hours - 5 Minutes - 28 Seconds



L. S. Eagle  
833 Harrison Street  
Oakland, California

Official Timer - National Aeronautic Association.

Signature Attested



CONTEST COMMITTEE

OAKLAND CHAPTER

NATIONAL AERONAUTIC ASSOCIATION

----- Directing Officials' Report -----

Ladies Insurance Trial -

(Returning to Point of Departure)

Date : March 16 and 17, 1929.

Place : Oakland Municipal Airport, Oakland, California.

Duration : 22 hours - 3 minutes - 28 seconds.  
(see official timer's statement attached)

Pilot : Louise Mc Phetridge Thaden - FAI No. 6250

Airplane : Travelair Biplane - D. of C. No. 5426

Engine : Hispano Suiza - 190 H.P.

Course : The flight was made over a twelve mile course in sight of observers on field.

Load : Consisted of 195 gallons Associated Aviation Gas  
14 gallons of oil - extra tankage.

Barograph : Richards No. 83470 (Official).

Chronometer : Elgin No. 12726289 checked constantly with U.S. Naval Observatory via U.S. Weather Bureau on Airport  
23 - March 17, 1929 2 P.M. 59-20

Barometric : March 16, 1929 4 P.M. 59-20  
Temperature : March 16, 1929 61 Fahr. - March 17, 1929 2 P.M. 59 Fahr

Remarks : The flight started from the Oakland municipal airport and ended at point of departure.

The Barograph was sealed and installed in plane prior to start by the directing official and after the flight was

Remarks (cont'd)

was removed for delivery to Bureau of Standards with seal intact.

Attached are photographs and other data required by F.A.I. regulations for duration records.

The starting time was taken March 16, 1929 as the wheels left the ground. The finishing time was taken March 17 1929 as wheels touched the ground.

Two or more observers were on duty at all times during flight.



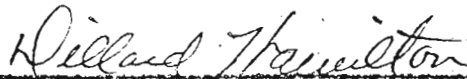
L. E. Nagle  
833 Harrison Street  
Oakland, California.

Directing official and official observer at start and finish.



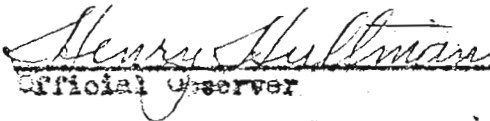
L. S. Nagle  
833 Harrison Street  
Oakland, California.

Official Timer - National Aeronautic Association.



Willard Hamilton  
U.S. Dept. of Comm.  
Oakland Airport  
Oakland, California.

Official Observer of start and finish.



Henry Maltman  
Associated Oil Company  
Oakland, California.

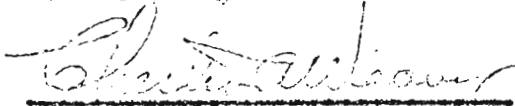
Official Observer

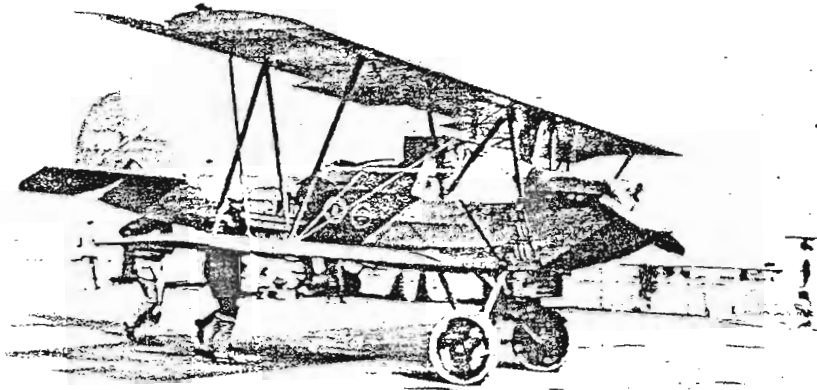


Hal Wittermood  
Oakland Bank Building  
Oakland, California.

Official Observer

Five (5) Signatures Attached.





TRAVELAIR BIPLANE NO. 5426

180 H.P. HISPANO SUIZA

USED BY

LOUISE THADEN



LOUISE MC PHETRIDGE THADEN, PILOT.



OFFICIAL BAROGRAPH  
DILLARD HAMILTON L. S. HAGLE  
LOUISE THADEN

DEPARTMENT OF COMMERCE

Bureau of Standards

Report  
on  
Endurance Flight  
made by  
Louise McPhetridge Thaden  
at  
Oakland Municipal Airport,  
on  
March 16, 17, 1929  
requested by  
National Aeronautic Association  
Washington, D. C.  
on  
March 25, 1929.

Data and Instrument

A barograph and data relative to an endurance flight made by Louise McPhetridge Thaden in a Travel Air landplane on March 16, 17, 1929 were submitted in order to verify the duration flight time which was given by the official observer as 22 hours, 3 minutes, and 28 seconds, and also to determine whether or not an intermediate landing was made. The instrument carried in the flight was a Richard barograph B.S. Serial No. 3186, Ident. No. 83470. Its altitude range is 0-3500 meters and the drum makes approximately one revolution in 6 hours. The instrument was received at the Bureau of Standards with the seal unbroken. A fine, cleanout trace was made on a smoked chart.

Tests.

The smoked chart was "fixed" by immersion in a solution of collodion and Duco Solvent, and then replaced on the barograph drum. The time scale of the instrument was checked against a standard time piece. The flight time as recorded by the barograph is 22 hours and 3 minutes. The trace indicates clearly that no landing was made between the start and finish of the flight.

George K. Burgess, Director.

Washington, D. C.  
March 29, 1929.