OAKLAND CHAPTER
NATIONAL AERONAUTIC ASSOCIATION

REQUEST FOR RECOGNITION OF RECORD
(No Classification Available)

--- DURATION ---
(For Ladies)

22 Hours -- 3 Minutes -- 28 Seconds

LOUISE MC PELT RIDGE THADEN - Pilot

OAKLAND, CALIFORNIA
March 16 and 17, 1929
Character of Trial: Duration for Ladies

Place: Oakland Municipal Airport, Oakland, California.

Date: March 16 and 17, 1929.

Airplane: Travelair Biplane - Identification No. 5428

Engine: Hispano Suiza 180 H.P.

Pilot: Louise Mc Phetridge Thaden FAI No. 5959

Chronometer: Elgin No. 12726269 - 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 - 8:51:35 Pacific Standard Time

Duration: 22 Hours - 5 Minutes - 28 Seconds
DIRECTING OFFICIALS' REPORT

Ladies Endurance Trial -
(Returning to point of departure)

Date: March 16 and 17, 1929.

Place: Oakland Municipal Airport, Oakland, California.

Duration: 22 hours - 3 minutes - 20 seconds.

(see official timer's statement attached)

Pilot: Louise La Phetridge Thaden - FAI No. 6230

Airplane: Travoisair Biplane - E. of C. No. 9428

Engine: Hispano Suiza - 180 H.P.

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

Load: Consisted of 193 gallons Associated Aviation Gas 14 gallons of oil - extra tankage.

Barograph: Richards No. 23470 (Official).

Chronometer: Elgin No. 1272629 checked constantly with U.S. Naval Observatory via U.S. Weather Bureau on Airport.

Barometric Pressure: March 16, 1929 4 P.M. 30-30.

Temperature: March 16, 1929 61 Fahr. - March 17, 1929 2 P.M. 69 Fehr.

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

Attached are photographs and other data required by F.A.A. 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. S. Bagle
833 Harrison Street
Oakland, California.
Directing official and official observer at start and finish.

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

Dillard Hamilton
W. A. Dept. of Coza
Oakland Airport
Oakland, California.
Official observer of start and finish.

Henry Hutzman
Associated Oil Company
Oakland, California.
Official Observer.

Hal Sillornood
Oakland Bank Building
Oakland, California.
Official Observer.

Five (5) Signatures Attested.

[Signature]
TRAVELAIR BIPLANE NO. 5426
180 H.P. HISPANO SUIZA
USED BY
LOUISE TRADEN
LOUISE MC PRETRIDGE THADEN, PILOT.

OFFICIAL BAROGRAPHER
DILLARD HAMILTON    L. S. HAGLE
LOUISE THADEN
DEPARTMENT OF COMMERCE

Bureau of Standards


Data and Instrument

A barograph and data relative to an endurance flight made by Louise Mophetridge 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.