

Soaring

*Published Monthly as the Official Organ
of*

THE SOARING SOCIETY OF AMERICA, INC.

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366 Lincoln Avenue, Hawthorne, New Jersey

Subscription Rate—\$2.00 per Year

Robert M. Losey Award



The Robert M. Losey Award for 1941 will be presented to Henry G. Houghton, Jr., Assistant Professor of Meteorology at Massachusetts Institute of Technology, for outstanding contributions to the science of meteorology as applied to aeronautics, it was announced today by the Institute of the Aeronautical Sciences. This newly established award will be presented for the first time on behalf of the aeronautical institute at its Honors Night Dinner in New York on January 28th by Commander F. W. Reichelderfer, Chief of the United States Weather Bureau.

The award honors the memory of the late Captain Robert M. Losey, a meteorological officer of the Air Corps, who was killed, at the age of 31, during an air attack at Dombas, Norway, April 21, 1940, while he was serving as an official military observer attached to the United States Legation for Norway and Sweden. He was the first officer in the service of this government to be killed in the present European war. A graduate of the United States Military Academy and an officer in the Air Corps since 1931, Captain Losey studied meteorology at the California Institute of Technology where he received his Master of Science degree in 1937. He had made significant and practical innovations in methods of weather forecasting, participated most actively in the development of the Air Corps meteorological branch and had become head of its weather service before his final assignment overseas.

Henry G. Houghton, Jr., who will be the first to receive the certificate of the Losey Award, was born in New York City in 1905. He brings to the field of meteorology the training and research methods of a physicist and electrical engineer, having received degrees in those sciences from Drexel Institute of Technology and Massachusetts Institute of Technology. Following graduation his

meteorological work at the Round Hill Research Station and Massachusetts Institute of Technology dealt with the fundamental physical properties of atmospheric fog, apparatus and methods for measuring fog particles, and the resistance of fog and clouds to the transmission of visible light and radiant rays. This led to his development with the assistance of W. H. Radford, in 1938 of a means for clearing up fog over local areas by the use of a calcium chloride spray. This method is one of the first practically tested ways for artificially dissipating fog, although its application is limited.

Mr. Houghton's recent research has been an extension of similar studies into the exact nature of atmospheric condensation processes in general; that is, the conditions which lead to the formation of fog, clouds, water droplets and ice particles in clouds and hence to icing on aircraft in flight. His work on the underlying principles of these phenomena and precise measurement of their characteristics have contributed substantially to greater exactness in the science of weather forecasting and increased safety in air travel.

Choice of the recipient for the Robert M. Losey Award was made by a committee consisting of Commander F. W. Reichelderfer, Chief of the United States Weather Bureau and President of the American Meteorological Society; Dr. Robert A. Millikan, Chairman of the Executive Council of California Institute of Technology; Dr. Karl T. Compton, President of Massachusetts Institute of Technology; Major James H. Doolittle, President of the Institute of the Aeronautical Sciences; and Lester D. Gardner, President of the Aeronautical Archives of the Institute.

Many of our readers who attended the Tenth Annual National Soaring Contest at Elmira in 1939 will remember Captain Losey who was in attendance in the official capacity as an Army observer. Captain Losey gave freely of his time and advice to the embryo pilots and entered with great interest into discussions on meteorology. He also obtained his "C" certificate, No. 395.

Captain Losey's many contributions to the science of meteorology have greatly augmented the soaring pilots' knowledge of those forces of nature upon which they are dependent. It was with a deep feeling of gratification that we heard of the Award perpetuating his memory.



Power Pilots Beware

A brief glance at the accident reports contained on page 13, should be ample warning to glider owners and power pilots alike.

If you are an owner, do not loan your ship to a power pilot unless he has been thoroughly instructed in how to handle a glider. If you are a power pilot, remember a glider is not a toy and it would be well to heed the advice of the experienced glider pilot regarding the way the ship should be flown.

Our safety record means much to the gliding movement and we cannot be too careful to avoid inexcusable accidents.