

An Editorial

The 1945 Motorless Flight Conference

THE Motorless Flight Conferences have for their purpose the dissemination of the technical knowledge of motorless aviation gathered during the past year. These conferences have a specific aim: to improve the utilization of energy in the atmosphere. Insofar as our efforts must involve the airframe and the aerodynamics of the airframe, we can and have contributed to commercial and military aviation. Our interest in the atmosphere involves us in detailed studies of its microstructure. In this phase we hope to add to the understanding of natural phenomena.

Those in aviation who have looked on motorless flight as strictly a sport may be surprised to learn that the German motorless flight research institutes have made notable developments in World War II. With the culmination of the war, we read of gliders being used as tools in super-sonic flight research, of glider specialists such as Dr. Alexander Lippisch designing the rocket interceptor ME-163, of the Horten brothers tailless designs, of athodyd-powered, bat wing, belly-slider fighters and of many unconventional gliders testing new control techniques.

In this country, too, many developments have resulted from motorless aviation. The technique of aero-towing was developed by Captain Ralph S. Barnaby to return disabled airplanes to repair bases. This same aero-towing technique is planned as a method for extending the range of jet-propelled fighters. Last year's motorless flight conference was keynoted by Dr. Klemperer's paper on the contributions of motorless aviation to aviation; this year's conference by Captain Barnaby's paper telling of more contributions. We look forward to next year's conference with the hope of more fundamental developments in the field of science by our associates in this fascinating technique of aviation research.

August Raspet.

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