

have been the day to go cross-country, but for the first contest in this area we wanted to give the public something to see. Twenty-eight take-offs were made and at one time we had almost all of the contestants in the air over the airport. The thousands of people who took advantage of the free admission saw a wonderful sight. Burnham Nelson made the longest flight.

Charles Kohls in his Minimoa remained over the field for more than three hours and landed only because he was tired. Dick Comey put on a beautiful exhibition and reached a maximum altitude of over 6000 feet. We had agreed to secure operations at 4:30 to wind up the contest and make the awards so the gang could get home before Monday. The soaring was so good that we had to flag down those who remained aloft beyond the dead line.

As soon as R. E. Franklin had figured out the results of the many flights, prizes were awarded and Dick Comey was crowned Midwestern Champion. Everybody went home with something.

This contest, while quite informal, provided a good time for all contestants. All pilots and crews were guests at the Aquarama Water Follies Friday night. The Carranor Club in Perrysburg was host at dinner for all entries on Saturday evening. We hope that more soaring pilots will join us at the 1949 Midwest Soaring contest in mid-July.

Soaring participants were: George P. Martin and Robert Sparling, Laister-Kauffmann; Floyd Sweet, L-K; Richard Comey and Rene Comte, Schweizer 1-21; Marvin Frost, L-K; Dallas Wise, Schweizer TG-2; E. F. Knight, John Nowak, and Dick McPherson, Schweizer 2-22; Burnham Nelson, TG-2; Paul Souder, 2-22 (NX with pulse jets); Charles Kohls and Lyle Maxey, Minimoa; Paul Bikle, Schweizer TG-3.

Prizes and Awards: Midwest Soaring Champion, sil-



Miss Patty Valois. C. F. Burke of the Akron Chamber of Commerce welcomes R. Comey after the Ohio flight.

ver trophy and \$50 purse, Dick Comey. Aquarama Distance Trophy and \$170 purse donated by the Libbey Owens Ford Glass Co.—First, Dick Comey; Second, Floyd Sweet; Third, Chuck Kohls.

Aquarama Duration Trophy and \$130 purse donated by the Plaskon Co.—First, Burnham Nelson; Second, Chuck Kohls; Third, Paul Bikle. Capital Airlines Altitude Trophy and \$130 purse donated by the Nicholas Building Co.—First, Dick Comey; Second, Chuck Kohls; Third, Lyle Maxey.

The Aquarama Spot Landing Trophy and \$60 purse was divided, providing three daily awards.

Additional awards were an Owens-Corning Fiberglass insulated bucket, a coil of Columbian Rope Co. nylon tow rope, and a Sunbeam coffeemaker.

TECHNICAL PROGRESS

(Continued from page 5)

Editor, Aviation Week, May 3, 1948.

Raspet, August, Modifying the Laister-Kauffmann, SOARING, July-Aug., 1948, p. 10-11.

Kidder, R. C., Performance Measurement of Pratt-Read Sailplane, Thesis, Brooklyn Polytechnic Institute, 1947.

Tietzel, Frederick, Performance Measurement of the Laister-Kauffmann Sailplane, Thesis, Ohio State University, 1947.

Cronkhite, Harold, Flaps and Minimum Turning Radius, to be published in SOARING, 1949.

Prue, Irving, External Airfoil Flap, SOARING, July-Aug., 1948, p. 7 and 16.

Byers, H. R. & Braham, R. R., Thunderstorm Structure and Circulation, Journal of Meteorology, vol. 5, 1948, 71-86.

Queney, Paul, The Problem of Air Flow over Mountains, Bulletin of the American Meteorological Society, vol. 29, 1948, 16-26.

Langmuir, Irving, The Production of Ramby a Chain Reaction in Cumulus Clouds at Temperatures above Freezing, Journal of Meteorology, vol. 5, 1948, 175-192.

Also of interest are the nine papers which were read at the Forum on Practical Glider Design in Los Angeles on January 15, 1949. Persons interested in procuring copies of these papers should contact President Vic Saudek of the So. Cal. Soaring Assoc. at his new address, 7742 Westlawn Ave., Los Angeles 45, Calif.

Design for the Sailplane Pilot's Comfort, by Wm. G. Briegleb.

Application of the Tailless Principle to the Design of Sailplanes, by Stanley A. Hall.

Layout and Lofting Your Glider, by James R. Spurgeon.

The "V" Tail Design for Sailplanes, by Harold W. Huber.

Sailplane Aerodynamics—The State of the Art, by I. Culver.

Designing from Performance Tests, by Paul B. MacCready, Jr.

Notes on the Design of High Altitude Sailplanes, by George L. Rounds.

All Metal Construction of Sailplanes, by Irv Prue.

Licensing of New Sailplanes, by B. Mayhugh.