

gram of comparison flights be carried out. In these flights, comparison should be made between the new designs and the well known standard sailplane Weihe. These tests should include:

- a. Orao II versus Weihe.
- b. Air 100 versus Weihe.
- c. Moswey VI versus Weihe.
- d. Moswey IV versus Weihe.
- e. Breuget 900 versus Weihe.
- f. Fi-1 versus Weihe.
- g. Fokker-Olympia versus Weihe.

The Weihe will then be calibrated for airspeed and for performance. From the systematic comparison tests, the absolute performance of all of the above sailplanes will then have been determined.

The Scientific Committee will publish this data in the brochure of 3rd Congress of OSTIV.

Submitted July 10, 1950, Orebro.

The Chairman of the Scientific  
Committee of the OSTIV  
DR. AUGUST RASPET

#### APPENDIX B

#### COMPARISON FLIGHT TESTS OF ORAO II AND WEIHE

By

AUGUST RASPET<sub>1</sub> and BORIS CIJAN<sub>2</sub>

At the World Soaring Championship at Orebro Sweden in July 1950 there appeared a number of very interesting sailplanes as well as a good number of the classical design Weihe. The Scientific Committee of the Organisation Scientifique et Technique Internationale du Vol a Voile, appreciating the contributions to soaring which a careful flight analysis could make, suggested a comparison flight testing of all of these designs. In Appendix A will be found the program suggested by the Scientific Committee.

The program was presented to the contest committee.

The program was presented to the contest committee and through the good offices of Mr. Berthold Florman of the Swedish Airo Club, the first test was arranged between the Orao II and Weihe. The Swedish Air Force kindly furnished the tow planes and the Yugoslavia team the Orao II and pilot Milna Borisek and the American team, a Weihe and its pilot Paul B. MacCready, Jr.

The Orao II is fully described in Schweizer Aero Review April 1950. At flight test the sailplane had a gross weight of 400 kilograms. Its computed minimum sinking speed is 60 cm. per second and its best glide ratio 31-7. The finish on the sailplane was not a glossy finish such as usually found on high performance sailplanes. In addition there were numerous large openings and slots which no doubt acted as spoilers to the smooth air flow. Upon completion of the flight test the pilot, Milan Borisek, reported that the left dive brake protruded five mm. from the upper wind surface. The drag of this brake was sufficient that the pilot had to hold rudder to maintain straight flight. In addition the Orao II carried a pitot-static tube on the fuselage nose which the Weihe did not.

The Weihe which Paul MacCready, Jr., flew in comparison with the Orao II was a typical example of how a sailplane can be improved by attention to small details. The American team used the nose pitot (Soaring, May-June 1947, p. 6) for the airspeed indi-

(Continued on page 12)

## Election of Directors

Reported by Ben Shupack and Paul Schweizer

Nine persons were nominated for the six positions as Director of the Soaring Society of America:

Ted Nelson	Taylor M. Boyer
E. J. Reeves	Jon D. Carsey
John Robinson	Harold C. Carson
Harland Ross	J. Shelly Charles
Paul Tuntland	

Ninety nine members mailed in ballots. Of these, two were invalid because check marks were used in place of numbers. The geographic distribution of votes was as follows:

Arizona .....	1	Mississippi .....	3
California .....	22	Missouri .....	1
Colorado .....	3	Nebraska .....	1
Connecticut .....	5	Ohio .....	4
Florida .....	1	Oklahoma .....	1
Georgia .....	1	Pennsylvania .....	4
Illinois .....	1	New York .....	14
Kansas .....	3	New Jersey .....	4
Indiana .....	1	Tennessee .....	1
Maryland .....	3	Texas .....	9
Massachusetts .....	3	Washington .....	12
Michigan .....	3		

Several conclusions can be drawn from this election:

1. That this election was of more interest to the country west of the Mississippi.

2. That two areas had a definite campaign to get out the vote. Last year, Texas cast 4 votes as compared with 9 this year and Washington raised its number from 6 to 12. For those interested in making a detailed study of the figures of 1949 and 1950 refer to SOARING for September-October 1949, pages 15 and 16.

3. Some method should be devised for conducting the election that would insure greater participation of the membership in the election.

The voting resulted in the election of the following six persons to serve as Director until July 1953:

Jon D. Carsey—508 Lacy Building, Dallas, Texas.

Harold C. Carson—Box 400 Rt. No. 2, Mercer Island, Washington.

J. Shelly Charles—992 West Wesley Road, Atlanta, Georgia.

E. J. Reeves—Reserve Loan Building, Erway and Federal Streets, Dallas, Texas.

John Robinson—Meacham Field, Fort Worth, Texas.

Harland Ross—Box 407, Bishop California.

Previously elected were:

#### Directors, elected to 1952

Capt. Ralph S. Barnaby—1902 Ringgold Place, Philadelphia 46, Pennsylvania.

Richard J. Comey—228 Boston Post Road, Weston 93, Massachusetts.

Dr. Wolfgang Klemperer — 738 Bristol Avenue, Los Angeles, California.

Edward F. Knight—c/o Bostwick-Braun Co., Cor. Summit & Monroe Sts., Toledo, Ohio.

Dr. August Raspel—c/o Mississippi State College, State College, Mississippi.

Ben Shupack—141 Uterby Road, Malverne, L. I., New York.

(Continued on page 12)