

TECHNICAL MEETINGS

A popular feature of the 1950 Nationals was the series of technical reports at three sessions held August 9th under the joint sponsorship of Texas Soaring Association, The Soaring Society of America, and the Southwest Section of the Institute of the Aeronautical Sciences. Following is a list of the talks which will be reported as space permits: **PERFORMANCE IN CIRCLING FLIGHT** by Dr. A. M. Lippisch, Collins Radio Co.; **AERODYNAMICS OF THE SAILPLANE "TINY MITE"** by Dr. A. Raspet, Engineering Research Station, Mississippi State College; **ARTIFICIAL UP-DRAFTS** by Robert Symons, Symons Flying Service, Bishop, Calif.; **TIME LAPSE MOVIES OF LENTICULAR CLOUD MOTIONS (STANDING WAVE OR SERRA WAVE)** by Robert Symons; **UPWIND STREETS AND THEIR UTILIZATION IN CROSS COUNTRY SOARING** by Dr. Joachim Kuettnner, Geophysical Directorate, U. S. Air Force; **PERFORMANCE MEASUREMENTS OF A SOARING BIRD** by Dr. A. Raspet; **INTERNATIONAL POSITION OF AMERICAN MOTORLESS FLIGHT** by Dr. A. Raspet.

● Richland Regatta

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The final point standings were:				Point
Pilot	5-28	5-30	Total	Award Money
Bob Fisher	55	343	398	\$49.80
Les Rose	49	88	137	17.15
Roland Lamb	46	91	137	17.15
Al Withrow	45	41	86	10.76
Dean Reynolds	42	*	42	5.26
Bud Titus	0	33	33	4.13
Joe Robertson	0	28	28	3.50
Bob Moore	28	0	28	3.50
Bill Fisher	25	*	25	3.13
Kit Carson	4	*	4	0.50

* Absent from meet.

Total soaring time exceeded 43½ hours and total distance was 302 miles. The meet produced three "C" ratings, three silver C's, and a golden "C" distance leg—a very fine showing.

Many people deserve thanks for their help—Dick Rector, city manager, and Virgil Lawson, airport commissioner of Kennewick, for making the field available and insuring that necessary facilities were available, Kit Carson for bringing over and operating the winch, Heasley Entz for preparing contest rules, securing SSA sanction, and directing Sunday traffic operations, Ray Lunger of Tacoma and Johnny Owens of Omak, who were ever ready with a helping hand, the Richland Civil Air Patrol for communications work, and last but not least, the Richland merchants who dug down into their pockets to put up the prize money.

At an April dinner meeting of the Pacific Northwest Soaring Association it was decided to reorganize on the Board of Directors plan. The following were named directors: R. L. Moore (Central Washington), H. C. Carson (Western Washington), R. C. Coates (British Columbia). Others named were: Prater Hogue, treasurer; Dean Reynolds, secretary; Heasley Entz, contest chairman; Ray Lunger, Constitution Committee—from "TOWLINES" edited by R. L. Moore and W. A. Lewis.

PAUL TUNTLAND

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Many communications have come to Soaring about the fatal accident of Paul Tuntland in the Prue 215, including a telegram from Irving Prue asking that all speculation be withheld until the official announcements of the investigations being conducted by the Soaring Society of Southern California, CAA and CAB.

According to reports, no one observed the glider in flight just prior to the accident, although several people saw the ship spinning minus its right wing and saw the parachute just start to open. The accident came at the end of a two and three-quarter hour flight at El Mirage Field on Saturday, September 9, 1950. Fortunately a barograph trace survived the crash and should aid an analysis of the accident.

Paul was one of the best-known and well liked figures in soaring. The next issue of SOARING will be a Tuntland Memorial issue with complete details of the accident as well as a history of Paul's contribution to soaring. His friends are invited to contribute stories.

● Election of Directors

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Directors elected to 1951

William G. Briegleb—Adelanto, California.
Alexis Dawydoff—Long Island City, New York.
Francis B. Compton—Miami, Florida.
Paul A. Schweizer—Elmira, New York.
Maj. Floyd J. Sweet—Dayton, Ohio.
William H. Coverdale—Chattanooga, Tennessee.
Elected at 1950 National Contest were:

Directors-at-large, elected to 1951

Eugart Yerian—Memphis, Tennessee.
Ted Nelson—San Leandro, California.

● Oraq and Weihe

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cator. This permits an uninterrupted air flow over the nose of the sailplane. The lower laminar drag over the fuselage is then obtained. In addition the American team closed the aileron gap on the wing by screwing flexible aluminum strips to the wing. All other openings and gaps were sealed with adhesive tape. Even the canopy opening was sealed after the pilot was ready to go. Such attention to detail raised the maximum glide ratio of this Weihe from 29 to over 31. But the gain in high speed cruising flight is even more important than the maximum glide ratio since a sailplane is usually flown at speeds above the best gliding speed during competition. The finish on the Weihe was almost a glossy mirror finish.

The comparison flight was conducted in the evening when it was felt all turbulence should have dissipated. The two sailplanes were towed to 2000 meters

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