

News FROM Clubs AND Members

MISSISSIPPI—Starkville is the scene of great activity in preparation for the local contest to be held in May and the National Meet.

Dick Johnson is busy every afternoon working on his RJ-5. The structure for this ship was designed and built by Harland Ross. Dick is completing the job and adding a few refinements including a "spoiler-feeleron" system for roll-control, and an unusual dive-brake arrangement. The RJ-5 has an aluminum alloy wing with 125 sq. ft. area, 24 aspect ratio, and a laminar flow airfoil section. The fuselage is a monocoque structure of mahogany plywood. Dick estimates that it will take at least another 500 hours to complete the ship.

Ray Parker is modifying and generally cleaning-up Dick's Tiny Mite. Ray designed this ship and completed a major portion of it before selling it to Dick. He should exceed the performance of the midgets he has flown for the last few years.

Fred Obarr keeps busy editing SOARING, going to school, working on and flying his Pratt-Read. Recently he made a 78 mile goal flight to Tuscaloosa, Alabama, as a warm-up for the coming competitions.

Al Backstrom, a recent comer to Mississippi, is helping Fred with some modifications to his PR. They plan to fly as a team in Texas this summer.

The Engineering Research Station at Mississippi State College was presented a most generous gift by Shelly Charles. He gave the school his Olympia, after taking delivery on a Weihe. The Olympia is now being fitted with wing-tip bodies of revolution similar to tip fuel tanks. The idea here is to measure in flight the improvement in effective aspect ratio which such a tip offers.

Those TG-4A owners who are contemplating Flat Topping will be in-

terested to know that the Engineering Research station has submitted the paper work for an ATC on this modification. CAA flight tests are to be run to demonstrate flight characteristics. Also of interest to TG-4A owners are the results of recent tests of a 6:1 aileron differential. This control almost completely eliminates adverse yaw and still retains good stick gradation.

Pat Mulloy of Laurel, after visiting Bill Coverdale in Chattanooga to inspect his 1-23, ordered one for himself. In the meantime, Pat and Bennie Flowers are Flat Topping an LK.

A feature of the Mid-South Championship Contest to be held in Starkville May 27-28 will be the crowning of a Collegiate Soaring Champ. Mississippi State College has sent challenges to all colleges known to have gliding clubs.



Above, the RJ-5 assembled for the first time. The high (24) aspect ratio is apparent. Below, August Raspet, Dick Johnson, and Ray Parker inspect the wing-attachment fittings. The ship will weigh 500 lbs empty and is expected to have a maximum glide angle of 35 to 1.



NEW YORK—The Republic Gliding Club now has two TG-4As operating at Mastic Airport on Long Island. Their all-metal utility, under construction for a number of years, is advancing through the efforts of Jean Pahl. Frank Suvaneck has been acting as instructor to the club, which now has 12 active and 60 associate members.

The Rochester Soaring Club reports it has 14 members (maybe more by now) and two sailplanes, a TG-3 and a Minimoa. Just getting started in 1949, they put in 479 flights, logged 160 hours, soloed 8 new pilots, earned 1 Commercial Glider Rating and 5 Private Glider Ratings. In addition they put on 4 public demonstrations and attended three competitions. Right now they have a big and well worked out promotional campaign going on to stimulate local interest.

COLORADO—Paul Tuntland sends word of the first soaring of the season in the Denver area. On March 22nd, Frederick Ruble made a 122 mile flight from Denver to Pueblo in an LK. He operates the Western Soaring School on weekends, using two TG-3s, an LK, and a BT-13, and has some 20 students.

Paul who is now flying for Western Airlines, helped "Doc" Allaby assemble his TG-3 and has been soaring same. He hopes to complete requirements for his Diamond "C" with an assist from the superb Colorado soaring weather.

WASHINGTON, D. C.—Jack Perine has converted his TG-4 (prototype) to a Flat Top. Nathan Frank assisted him with the mechanical work. A story on Jack's ship recently appeared in the Baltimore Sun. Nathan is now busy repairing the Washington Soaring Club's Pratt-Read.

IT COULD HAVE HAPPENED ANYWHERE—Here is an eyewitness account of a glider performance passed along by one of our Early Bird friends. It seems that at a county

Bob Thomas Photos