

# CONVECTION ANALYSIS PROJECT

Three identical flat-topped L-K's owned by the Engineering Research Station of Mississippi State College are being equipped with sensitive meteorological instruments and cameras for a convection analysis project. Dr. Harold Flinsch, dean of the school of Engineering is director of the Engineering Research Station.

Under the direction of Dr. August W. Raspet, these three sailplanes will be flown as a team in investigating the structure of air currents as they rise and form cumulus clouds. In addition, a fourth sailplane will be used in the area of convection to guide the other three planes as they fly in and out of the rising air currents.

A movie camera has been installed to take pictures of the illuminated instrument panel during the sailplane's intersection of the thermal. The instrument panel contains an especially devised true air speedometer, a sensitive altimeter, a low-lag electric thermometer clock, and an air speed indicator.

Behind the panel is a small motor which vibrates the instrument panel to prevent friction in the movement of the instruments, thereby insuring more precise measurements of the atmospheric phenomena under investigation. Below the camera can be seen a storage battery which supplies power for the camera, vibrator, lights, and electric thermometer.

The heavy strip of white canvas in the left foreground of the picture is part of the pilot's shoulder harness.

In the pilot's cockpit there is a switch which turns on the camera and lights. It also permits the lights



to be turned off while the camera still runs, in order to separate the various traverses of the thermal during which the panel is being photographed.

On the pilot's instrument panel is a duplicate of the electric thermometer and range switch which permits the pilot to set the thermometer for the range of temperature being measured. It is possible, with this thermometer, to read differences of one tenth of a degree in temperature.

Also in the pilot's cockpit is a radio transmitter and receiver through which he can exchange additional information with the ground crew and with the other pilots, and through which he is directed from the ground to the areas in the air to be explored. Dr. August W. Raspet is the director of this study of convection and of several other sailplane research projects at Mississippi State.

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with his full repertoire of aerobatics, finishing with a super-hot daisy cutting buzz job right smack in front of his audience—thence a showy chandelle for a 180 and landing. But at the top of his turn he found a terrific thermal rising at better than 600 feet per and in a very short time was back to altitude from which place he repeated his original performance except this time he completed his landing, on the spot and within hand-shaking distance of the twenty or so watchers. Opening his canopy he was certain of a hearty round of applause, amazement on the part of the on-lookers and certainly inquiries as to the acquisition of such skill. Alas and alack, no one seemed to be the least bit impressed and when inquiry was made of the fact, the TSAer, was told "well the thing is a soaring plane isn't it and supposed to do that."

Ft. Worth will open the Greater Ft. Worth International Airport sometime next summer and it is going to be an airport opening to end all airport openings. What possibly would be wrong with organizing an International Soaring Contest in connection with the event. That would give us something to do in our spare time. Someone mention this to Mr. Amon Carter.

My skid is wearing a bit thin—I'd better quit while I'm ahead.

## FOR THE GOVERNOR'S COLUMN

by Jon Carsey

It is with a great deal of pleasure and satisfaction that the report can be made that all Governors are enthusiastically proceeding with their program.

Congratulations are in order!!!

Reports from several are of progress being made on projects of their own choice as well as those planned by the Conference.

One project now in process by all Governors is an inventory of all Sailplanes, Sailplane Pilots and Sailplane component parts in each state. Forms are being completed by each Governor that will not only list ships, pilots and components but will supply such information as condition of ships, their value if for sale, condition of components that are available, their value, etc., and pilots are being listed with their club affiliations whether they own ships or not.

These lists are beginning to come in, revealing very interesting and valuable information. When the list is completed it will be reproduced for all who have need for it. It will probably be indexed several different ways. In order to make the list more complete and of greater value each member is asked to supply information on any craft, pilot or component that might otherwise be overlooked.

It was not known when prepara-

tion of such a list was begun that a real need for a portion of it would arise so quickly as has the situation explained in Dr. Mac Cready's report and a request we have for an L-K wing panel.

An apology is in order regarding the SSA Governorships of Washington, D. C. and Mississippi. The list of Governors sent to SOARING for publication included Lt. Col. Don Hamilton as Governor of the District of Columbia and Dr. August Raspet as Governor of Mississippi. This was simply a mistake in mailing, since it had been pointed out that Col. Hamilton was no longer in Washington regularly, and since Dr. Raspet had suggested that Pat Mulloy should be Governor of Mississippi, a corrected list was prepared, naming Jack Perine for Washington, D. C. and Pat Mulloy for Mississippi, but through error the incorrect list was mailed and published. We hope that no offense has resulted and that Jack and Pat will accept the respective posts and proceed with the program.

Suggestions of persons for Governors of some states that do not have them have been made. It is highly desirable to have Soaring Society Governors in every state. When a new list of membership by states is available additional appointments will be made. Your suggestions are welcome.