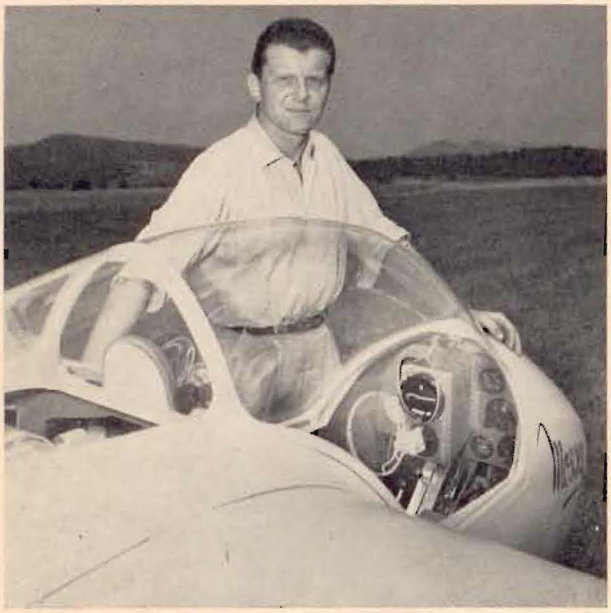
ODESSA, SOUTH AFRICA?

Fabulous stories continue to come out of South Africa of the soaring there in thermals and cumulus clouds. Rene Compte flying his Moswey IV, last December established two new Swiss altitude records when he went first to almost 32,000 ft. and later to



Rene Compte and the Moswey IV in which he set the new Swiss altitude record of near 36,000 ft. flying cumulus clouds.

almost 36,000 ft. in cumulus clouds. Details of these flights have been translated for SOARING and will appear in a less crowded issue later. In the photo of Compte beside his glider note the artificial horizon. He lists it high in his requirements for proper equipment for high altitude flight.

Other stories from south-west Africa tell of a two-place out-and-return flight of 270 miles in a Kranich, and a flight of 233 miles in a Grunau Baby. The boys there are predicting 600 miles will be a cinch and that the 100 km. closed course can be flown in Mach 1.

We print this picture of Rene Compte and the Moswey IV so architects in SSA can marvel over that South African architecture.

REPORT FROM S.S.A. SCIENTIFIC COMMITTEE

In an effort to expedite the interchange of various information of interest to sailplanists the Scientific Committee has initiated a "Round Robin" system between the members. By this means reports and results of recent research along with a mimeographed list of the members of the committee are sent to a member of the committee. This member reads the information, comments if he wishes, and sends it on to the next member, etc. until all 19 members of the committee have seen the item. This system has permitted a rapid exchange of information with a minimum of effort, and it has been suggested that all members of the committee use the system in exchanging their works and ideas.

Dr. Raspert's paper "The Sailplane in Aerodynamic Research" (SOARING, March-April, 1952) was circulated before its publication. The members each commented on the paper. Many suggested wider publication in other aviation journals. Further research of the types discussed was encouraged with possible aid from the aircraft industry. In criticism of the paper it was pointed out that research in gliders is not limited to homogeneous atmospheric conditions and that gust research and stability research can be done in soaring conditions.

Also circulated was the text of a lecture given before the Royal Aeronautical Society in Melbourne, Australia by Mervyn Waghorn. His lecture was entitled "Modern Developments in the Design of High Efficiency Sailplanes". This comprehensive work started out by describing the evolution of the high-performance sailplane and how discovery of new means of lift in the atmosphere influenced design. He then discussed performance flight testing of sail-