

planes, treating the subject thoroughly. He gave a brief description of two good pre-war designs, the Darmstadt D. 30 and Horten IV. His discussion of post-war developments was chiefly the story of the RJ-5—the refining of the design and Johnson's record flight. In the section "The High-Efficiency Sailplane of the Immediate Future" he foresees a craft with a 12 to 15 percent thick laminar profile with a swept-forward wing. Wing construction will be probably of metal with metal covering and the whole surface accurately finished. Design load factors of plus 9.75 and minus 4.5 with maximum permissible diving speed of 280 mph are suggested.

It was suggested that this lecture in a shortened form would be an excellent paper for wide publication.

(Reprints of IAS-SSA papers on matters concerning soaring by Dr. Raspet, Bruce Carmichael and others are available from Institute of the Aeronautical Sciences, 2E, 64th St., New York 21, N. Y.)

—Fred Matteson

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## SOARING MAGAZINES

The following list of magazines devoted to soaring, and newsletters of soaring clubs, arrives regularly at the editorial office of SOARING magazine. These magazines are all filled with interesting newsy material of the activities of local clubs. Anyone interested in keeping up with the activities in soaring over the whole world might do well to subscribe to a few of these publications. Anyone wishing addresses of these publications can get them by writing a postal card to SOARING editorial office.

In addition to these magazines and newsletters which are devoted exclusively to soaring, all European aviation magazines have well illustrated sections on gliding.

"Airflow"—Journal of Gliding Club of Victoria, Australia. (bi-monthly)

"Australian Gliding"—Journal of the Gliding Federation of Australia.

"The Bulletin" of the Middle Atlantic Soaring Association.

"Free Flight"—published by Soaring Society of Canada. (monthly)

"Gliding"—published in England. (quarterly)

"Hot Air"—published by Northern California Soaring Association. (monthly)

"News Letter"—of the Chicago Glider Council.

"The Newsletter"—published by Philadelphia Glider Council. (monthly).

"Sailplane and Glider"—published in England (monthly).

"Spirals"—published by Texas Soaring Association. (monthly)

"The Thermal"—published by Southern California Soaring Association. (monthly).

"Wind and Wings"—published by Associated Glider Clubs of Southern California (San Diego). (bi-monthly)

"Wingspan"—Gliding Journal of Aero Club of South Africa.

"Wurtsboro Thermal"—Metropolitan-Airhoppers Soaring Ass'n. (one issue)

## GOING TO EUROPE?

Walter Setz, chairman of the committee on participation in the 1952 World Championships, who has charge of all travel arrangements, has asked us to make this announcement to any interested observers, casual travelers, or camp followers interested in going to the International Contest: Rogers and Johnson Travel Bureau, 101, No. 52nd Street, Philadelphia 39, Pa., has gathered information and made a study for the layman interested in attending the Championships.

Setz recommends this agency highly and requests that anyone interested in making a side trip to Madrid please contact them and not him since he does not have time to answer the flood of inquiries that have come his way. Setz is of course, continuing with his job of handling travel schedules, bookings and so forth for pilots, crews, official observers, scientific delegates and their immediate families.

A four-page mimeographed pamphlet entitled "International Bulletin No. 4" was published May 20 by Walter Setz. It contains a lot of useful information on how to get along in Spain. If you need a copy send large letter size envelope with your address and 6c stamp to Jon Carsey, 8318 Inwood Road, Dallas, Texas.

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## MORE EDITORIALS

The latest in a recent rash of editorials aimed at stirring the aviation industry and aviation officialdom to action has been circulated by Air Trails magazine. This editorial is headed: "Gentlemen, You've Got to Put Jam on Their Bread!" It says in part:

"Air Trails, the magazine of air progress and aeromodeling, edited for and largely written by the youthful aviation enthusiasts, has, since its inception, been requesting recognition and help from the adults-in-aviation for air-modeling programs, gliding and soaring training, lightplane flying and collegiate aviation activity.

"The result? Practically complete silence on the part of America's aviation interests.

"The answer is up to you leaders of aviation.

". . . You've got to put jam on bread to change it from a staple dish to a dessert. Classroom ground studies are not enough! You've got to let the American teen-ager handle the stick . . . shoot a landing. You've got to get him out of the hot rod—his heart is already in the skies.

"His spirit is willing, gentlemen, but your sponsorship has been mighty weak.

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## SICK? DON'T FLY!

It is common knowledge among flight surgeons that the various sulfonamide drugs may have as side effects a clouding of judgment which may or may not be accompanied by dizziness and involvement of the eighth or auditory nerve. They also decrease the ability of the body to utilize oxygen from the air, thus lowering the effective ceiling of the pilot. These effects persist for several days after the last dose of the drug, and therefore individuals taking such drugs should not fly for approximately ten days

(Continued on page 31)