

# 21st NATIONAL GOES TO SOUTHERN CALIFORNIA

The Soaring Society of America has granted sanction to the National Soaring Committee for Elsinore Valley to organize and conduct the 1954 National Soaring Contest.

It is understood that the several large soaring groups in California and on the West Coast will join with the Lake Elsinore group in organizing the 21st National.

This will be the first time in the history of this national aviation event that it has been held on the West Coast. Heretofore the events have been held only in the states of New York and Texas.

As is well known, California has been a leader in aviation from the very advent of man flight in this hemisphere. The state probably leads all others in the design and manufacture of aircraft and aircraft components. No other single state of the union affords the variety of soaring sites that are found in California. A larger number of fully active soaring groups and clubs are domiciled in the 'Golden State' than any other.

Elsinore Valley is strategically lo-

## TORREY PINES MEET

8th Annual Pacific Coast Mid-Winter Soaring Championships to be held at Torrey Pines Gliderport, San Diego, California, on February 27 and 28, 1954.

This SSA sanctioned event will be sponsored again by the Associated Glider Clubs of Southern California and the San Diego Junior Chamber of Commerce.

The organizers of this event anticipate the entry of around thirty ships, with three or four new machines to be seen for the first time in active competition.

The Torrey Pines site is one of the most unique in the world. Flights are launched from atop the cliffs bordering the Pacific Ocean. Lift from the up-slope winds is utilized and the gliders often fly for extended periods on a level with the spectators on the cliffs, until thermal life enables them to "get away."

cated in the heart of Southern California's scenic and resort area and within an easy two hour drive of a population of approximately six million. It is centered by a large natural lake and surrounded by mountains, some of which tower more than eleven thousand feet in elevation.

Mr. Pete Bonotaux and Mr. John W. Williams, active SSA members and prime movers in the Elsinore

Soaring Club, have spearheaded the movement to secure the 21st National for this area. Soaring conditions in Elsinore Valley have been proved unsurpassed in America, say those who use the facilities of Elsinore Glider Port.

Competent observers are predicting that the 21st National at this site may well see a greater number of participants than in any contest heretofore held in this country or elsewhere. Plans of the organizers of this contest are well underway and this journal will have much more interesting information on the subject in the forthcoming issues.

## SSA JOINS IAS AND AMS IN TECHNICAL MEETING

### IAS-SSA

The Institute of Aeronautical Sciences and the Soaring Society of America will again conduct a joint meeting during the Twenty-Second Annual IAS Meeting at the Hotel Astor, New York City. The time is 9:00 to 11:30 a.m., Thursday, January 28th.

Papers to be presented by SSA Members are:

*Design Studies for the Evolution of an Economical Tow Plane*, by Robert C. Kidder, Flight Research Department, Cornell Aeronautical Laboratory.

This design study investigates four configurations for possible replacement of the familiar Stearmans and Wacos, and considers several versions of the J3C Cub and other ships. Determinations are the maximum possible performances available without restrictions on propeller diameters and RPM.

*Application of Sailplane Performance Analysis to the Airplane*, by Dr. August Raspert, Director, Aerophysics Department, Mississippi State College.

This paper will show how methods of progressive performance improvements employed on the Sailplane RJ-5 are applied to small utility and executive airplanes. Means of obtaining true measurements of propulsive efficiency, aerodynamic drag and cooling drag will be presented.

*Measurement of Vertical Air Motions from a Glider*, by Dr. Paul B. MacCready, Jr., Consultant in Meteorology.

This paper considers the various types of sensitive rate of climb indi-

### AMS-SSA

This year for the first time the Soaring Society of America joins the American Meteorological Society in a meeting to be held the morning of January 28th, 1954, at the Hotel Henry Hudson, 353 West 57th Street, New York City.

A most interesting program has been planned, progressing from unorganized thermals to, and through, the various gravitational waves, as follows:

*High Elevations vs Low Elevations as Thermal Source Regions* by Dr. Paul MacCready, Jr.

*Cloud Streets* by Dr. Joachim Keuttner.

*Standing Waves* by Prof. Robert F. Long.

*Forecasting the Sierra Waves* by Dr. Harold Klieforth.

*Travelling Waves* by Dr. Morris Tepper.

Mr. Bernard L. Wiggin of the U. S. Weather Bureau and internationally famous soaring meteorologist will preside at the meeting.

cators available, and, in thermal flight, improved methods of correcting for the rate of change of vertical air speed and for the sinking speed due to drag, and how results permit use of an improved Ringscale Airspeed Selector for between-thermal flight. It also describes an audio variometer to improve the ease, efficiency and safety of thermal flight.

Chairman for the meeting will be Ben Shupack, a Director of the Soaring Society and a member of the faculty at Adelphi College.