

LARISSA STROUKOFF SCHOLARSHIPS

Michael Stroukoff, president of Stroukoff Aircraft Corporation of West Trenton, New Jersey, recently made a grant to Mississippi State College to provide for the Larissa Stroukoff scholarships, President Ben Hilburn has announced.

These scholarships are to be administered by the aerophysics department of Mississippi State College with the prime purpose of encouraging originality in young research-minded students of engineering, mathematics and the physical sciences. Dr. August W. Raspet is head of the aerophysics department.

The Stroukoff Aircraft Corporation and the aerophysics department of Mississippi State College are both engaged in boundary layer control research. Mr. Stroukoff has for many years displayed a keen interest and has contributed material help to the promotion of the sailplane in training, sport, and research.

The sailplane is the primary tool of research of the aerophysics depart-

ment. Mr. Stroukoff recognized the potential of the motorless aircraft in aeronautical development at the beginning of World War II when he developed a very efficient airplane beginning with a glider. After working out the aerodynamics to his satisfaction, he added a jet engine to one version, and propellers and a reciprocating engine to the version which is now the Air Force C-123 assault plane.

The Larissa Stroukoff scholarships will be awarded to students of all nationalities and of any class in college, graduate of undergraduate. High scholarship and a demonstrated originality in research will be the sole requirements. The sum of each scholarship will be fixed according to the number of scholars fulfilling the requirements.

"Mississippi State College sincerely believes that within a few years the Larissa Stroukoff scholars, with the help of Dr. Raspet, will be able to make valuable contributions by their original approaches to the aeronautical and engineering sciences," President Hilburn commented.

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silver dollars a time to 'phone them seems too much. E. J. thinks so, too.)

Now back to the SOARING contest. By the nature the task selected by the organizers, Johnson was 'untouchable' on this last day and had left his ship at Blythe to be collected enroute to Texas. Likewise, Parker was in a bracket by himself, and all that remained was to decide who would come first after Johnson and Parker. On the surface Bikle had the better chance, then Ivans and then Maxey.

The task was a race around a small triangular 49 mile course to Jack Rabbit Pass, Hemet and back. Sufficient to say that Lyle Maxey shot ahead of Bikle and Ivans to take third place.

Re-reading this it would appear that there were just about 6 or 7 competitors in this contest. That would be about right, although 36 ships were flying. It will be noted that the first 8 places in the open points scoring show one change from the first 8 in the handicap system. That suggests, to me at least, an inequity somewhere along the line on the part of the handicappers, an inequity which must prevail as long as pilots fly different ships. Unlike racehorses, sailplanes don't know that they have been handicapped so cannot apply it when conditions are poor. No handicap ever devised will make a machine which sinks

GERMANY WINS NORDIC FINALS

By LLOYD M. LICHER

Two Germans placed first and second in the A/2 Nordic Model Towline Glider Championships for 1954, held at Odense, Denmark, from June 24th to 26th. The flying conditions must have been miserable with rain and winds of 35 to 40 mph prevailing throughout the period of the championships, permitting only a few maximum flights of three minutes.

On the last of five rounds eighteen competitors were in a position to win, but the best American entry, a proxy, came in 25th. Last year's winner, Hans Hansen of Denmark, placed 42nd in the field of 68. The unknown proxy flyer who won 25th place with Henry Dore's model, showed up a 100% improvement over the best the U. S. was able to do in last year's Finals.

Our team was again headed by George Perryman (706.1) of Decatur, Ga., who was able to go in person under the sponsorship of his employer, Lockheed of Marietta, Ga. The other U. S. proxy entries besides Henry Dore (598) of Pleasantville, N. Y., were Clark Hahn (567) of Stockton, Calif., and Bill Harris (616.8) of Cottage City, Md. Only 33 persons competed for a position on the U. S. team due to a high proxy fee guarantee of \$35.00, and late selection completed only at the four Semi-Finals with no previous eliminations. It is hoped that next year will see a more representative team selection and better financial backing.

INDIVIDUAL RESULTS

Place	Name-Country	Points
1	R. Lindner, Germany	566
2	I. Rechenberg, Germany . . .	544
3	N. Luthersson, Sweden . . .	527
25	H. Dore, U.S.A.	397
42	Hans Hansen, Denmark . . .	308
50	G. Perryman, U.S.A.	252
56	Clark Hahn, U.S.A.	240
63	Bill Harris, U.S.A.	177
68	P. E. Saeter, Norway	25

TEAM RESULTS

1	Germany	1584
2	Switzerland	1374
3	Saar	1363
15	U.S.A.	899
18	Monaco	564

at 3 ft/sec, climb in a thermal rising at 2 ft. 11 inches per second. I know, I've tried.

Prizes were awarded at a big banquet held at the Lake Elsinore Hotel on Friday evening and the list of award winners was as shown.

GLIDING IN ISRAEL

Good weather in the spring and the preparation of the World Championship brought some very interesting distance flights in Israel. They are not so impressive when compared to flights in other countries but they gain their full value when you consider that Israel is a very small and very narrow country—about 10 miles wide in its central part. Besides, if you land or even fly outside of this narrow band, you are liable not to get back, since there is a practical state of war with the neighboring Arab countries. Usually there is also a malicious West component in the wind that drifts the poor glider towards the "unpromised lands."

The longest flights have been accomplished by Menahem Bar and Dana Arber who will compete in England. They flew an Olympia about 90 and 100 miles respectively. The latter is the local distance record and is almost the maximum possible, from the Northern border to the edge of the Southern Negev. However, many a glider pilot is dreaming about crossing that desert and landing his glider on the shore of the Red Sea.

Schlomo Yarconi completed his Silver "C" recently, the second in the country.