

BOOK REVIEW

by

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FURTHER OUTLOOK by F. H. Ludlam and R. S. Scorer. Published by Allan Wingate (Publishers) Ltd. 12, Beauchamp Place, London, S.W.1 1954. Price 15 shillings.

Both authors of this book are well known in gliding circles, and readers who have heard them lecture will not be surprised to find a great deal of interest to sailplane pilots. They will indeed find much more than is covered by the title, which itself refers not only to weather forecasting but also to future developments in meteorology as shown by present trends.

The first of the eight chapters, "The Weather We Observe," starts off with the onset of a depression and before long has ranged over a whole hemisphere and up to the stratosphere. It is exceedingly up to date; for instance, the cross-section of the atmosphere in Fig. 1 includes the polar front, jet stream, large-scale circulation, two tropopause, and the full range of cloud structures from pole to equator.

"Atmospheric Processes," the second chapter, goes into weather systems in more detail, and deals especially with how rain forms in clouds, a subject which has been revolutionized in the past few years.

Nothing like Chapter Three, "The Turbulent Atmosphere," has ever been seen before. Most people understand by "turbulence" the sort of eddies which throw aircraft about, but this chapter treats the word as covering the entire range of sizes and periods from the random motion of air molecules at one extreme to geological climatic changes at the other. Some sizes of eddy are more frequent than others; but, we are told on page 47, there is no limit to their minuteness, so one wonders how much the aerodynamicists know about those which are too small to show on instrumental records.

Chapter Four, "Exploiting the Atmosphere," is almost entirely concerned with soaring—thermals, hills, waves, dynamic lift, and, among other things, how to soar from Oslo to Turkistan in two days. The authors say; "To glider pilots we owe the recognition of many important aspects of air motion described in this chapter, and although there is neces-

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Don Stevens' Super Baby with the 22 HP Drone engine as it appeared at the meet. This ship won the duration event—without the motor, of course.

As the day wore on with some 6,000 to 8,000 people watching, it was more and more apparent that Saturday's marks for duration, bomb drop and spot landing had those scores all salted down. Special displays, aerobatics by Paul Bikle, and some fast talking kept the crowd around most of the day. Sterling Starr, Associated Club President, presented two full paid up club memberships to a couple of lucky Civil Air Patrol Cadets, an essay contest previously having determined the winners.

By 4:00 p.m. Sunday the meet was in the bag and all hands were standing by for the winners. Trophy presentations were made by Glider Club officials and Jaycee leaders. Miss Evelyn Renshaw, the Queen, giving the John J. Montgomery Championship trophy to Paul Bikle along with the hottest smack-a-ru seen in the parts

here of late. Even Bikle had a red face. That kiss was more impressive than the trophy.

Sixteen ships were registered and nineteen pilots flew them to make this the wettest and best competition held at Torrey Pines in a long time. Honored guests from out of town ran into the dozens as is always the case here in San Diego. Doc Klemperer and family, Stan Smith, practically ALL the SCSA including President Jack Wolfe and SSA's new Southern California Governor Lloyd Licher, made the show delightful. The meet was a financial success and I'm sure the boys had their fill of ridge soaring on Saturday alone. Ed Minghill's Prue 215 was the most photographed ship at the meet—it is terrific.

John Williams did a masterful job as starter for the boys, running a very smooth operation.

THE WINNERS

Event	Place	Pilot	Ship	Best Mark
ALTITUDE	1st	Paul Bikle	1-23	1640 ft
	2nd	Larry Bell	Flat-top LK	1375 ft
	3rd	Jack Gretta	Baby	1200 ft
DURATION	1st	Don Stevens	Super Baby	4 hr, 53 min
	2nd	Bill Hoverman	1-23	3 hr, 43 min
	3rd	Jack Gretta	Baby	3 hr, 28 min
DISTANCE	1st	Paul Bikle	1-23	21.5 mi
	2nd	Bill Hoverman	1-23	13 mi
	3rd	Frank Perkins	Baby	12 mi
AEROBATICS	1st	Paul Bikle	1-23	****
	SPOT LANDING	1st	Paul Bikle	4 in
BOMB DROP	2nd	Hal Hutchinson	LK	24.5 in
	3rd	Ray Parker	PR	29 in
	1st	Vern Hutchinson	VHS-1	21 ft, 9 in
TWO-PLACE DISTANCE	2nd	Hal Hutchinson	LK	37 ft, 4 in
	3rd	Don Stevens	Super Baby	51 ft, 7 in
	1st	Ted Sanford	TG2	2 mi
DISTANCE	2nd	Hal Hutchinson	LK	1.5 mi
	3rd	Bob Eldridge	PR	1 mi

CLUB PARTICIPATION—ASSOCIATED GLIDER CLUBS OF SAN DIEGO JOHN J. MONTGOMERY CHAMPIONSHIP—

PAUL BIKLE	80.8 pts.
BILL HOVERMAN	53.8 pts.
DON STEVENS	52.8 pts.

Top three in point standing also received very nice tool and pin case from GLIDE AERO of LOS ANGELES, FRANK KERN'S NEW COMPANY.