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at Wickenburg, Arizona. Following the war he was a partner in the Bishop Flying Service and made many exploratory flights in the Bishop mountain wave. An account of these flights with detailed air-flow configurations drawings was published in the September-October, 1948, issue of *Soaring*.

He was co-winner of the Warren Eaton award for 1949 for outstanding contributions to soaring for discovering and exploring the Bishop Standing Wave. He established a multi-place international absolute altitude record of 36,000 ft. above sea level and an altitude gain record of 24,200 ft. in the Bishop mountain wave in February, 1950.

In 1948 and 1949 he designed and built the RJ-5, for many years the world's highest performance sailplane with a flight test glide ratio of over 40 to 1. It was the first sailplane to utilize successfully the laminar flow airfoil section.

His latest sailplane is the Ross R-6, a two-seater all-metal sailplane with laminar flow airfoil that he designed and built in Wichita, Kansas, his present home. In it he set three international speed records around triangular courses at Odessa, Texas,

in 1958. He also set a national multi-place goal and return record of 234 miles there.

He made a pioneering flight of 365 miles in 5½ hours along the lower reaches of the Rocky Mountains utilizing a section of the Marfa Dew-point front (see *Soaring*, October, 1960). In September, 1959, he was elected to the Helms Hall Soaring Hall of Fame.

Currently he is employed by Beech Aircraft Corporation as an Aerodynamics Engineer in the Aerospace Division. He holds U.S. Diamond Badge #14.

Bibliography on Soaring

Recent articles or items on soaring which have appeared in non-soaring publications.

Argosy, Dec. 1962, pp. 34-37, 80-83, "He Flew Before the Wrights," the story of Gustave Whitehead, who supposedly flew a successful powered aircraft in 1901 after early experiments with gliders.

Aviation Week, Dec. 24, 1962, pp. 72-73, "Antonov Scores Soviet Sports Authorities" (for backing out of the 1963 World Soaring Championships).

Flight, Dec., 1962, pp. 13-14, "U.S. Sporting Aviation," a noteworthy editorial which touches on SSA's effort to field a team for the 1963 World Soaring Championships.

Flight, Feb., 1963, p. 5, photos of the 3 U.S. pilots entered in the 1963 World Soaring Championships.

Flying, Feb., 1963, p. 8, a "Briefing" on the soaring plaques for Diamond and Gold badge pilots unveiled at the Smithsonian last fall.

National Geographic School Bulletin, Feb. 4, 1963, pp. 261-265, "Sailors of the Skies," a well-done article aimed at the school-age children who receive this publication, which has a circulation of 125,000.

Rohme & Haas Reporter, Sept.-Oct., 1962, pp. 16-18, "Sailing in the Sky," center spread in color of Schweizer sailplanes whose canopies are made of Plexiglas manufactured by Rohn & Haas.

Sport Aviation, Jan., 1963, pp. 31, 46, photos of Gunnar Anderson's Cherokee II and Chris Falconar's TG-1 Ginema sailplanes.

Time, March 8, 1963, p. 66, "Silent Wings," a report on the 1963 World Soaring Championships.