

● **REEVES:** (Cont'd from previous page)

son boy is holder of the World's Distance, National Distance and co-holder of National Multi-Place Distance Records. American Soaring Champion in 1950 and 1951 and runner-up in many other Nationals, co-designer and builder of the sailplane RJ-5, and protege of Dr. August Raspel.

Paul MacCready, Jr. is also a graduate student, now working on his doctorate at California Institute of Technology. A young American scientist, American Soaring Champion in 1948 and 1949 and until recently holder of International Goal and Return Record but still holding that record in this country. Paul Jr., has the distinction of being the only man on our team with experience in International Competitions and the first American ever to participate. Solely through his own personal resources, he represented America in the World's Contests in Sweden in 1950. Missing the championship by a scant twenty points with a total of nearly one thousand points involved, MacCready won the admiration of the entire soaring world with his stellar performance. He is perhaps the world's greatest speed flyer and one of our keenest on soaring meteorology. He will be flying a new Schweizer all-metal design in Spain and a better man could not be found for this new 'mount'.

William C. Beuby, supervisor of production for Douglas Aircraft Corp., is the current West Coast Champion and of that famous group of America's soaring men from California. He is a Silver "C" with two legs earned on Gold "C". Bill is a devotee of two-place soaring and will compete in Spain with a Kranich to be loaned us by the Aero Club of Spain. Beuby has wide experience with all known types of soaring, thermal, slope and standing wave. He will be accompanied by his wife who is fully experienced in a soaring pilot's retrieve problems. This husband and wife combination will be a great credit to America. This year's World Championships will for the first time include a two-place category and it will be interesting to see how we come off in this competition. Bill's best flights have been accomplished in two-place equipment and he should feel at home in a machine such as he will fly in Spain.

At the last minute before going to press comes word that Shelly Charles is to fly the two-place with Beuby. All loose words about seniority in soaring will have to be reconsidered when Shelly's name comes into the discussion. He was a gliding enthusiast before the SSA was born and has been an enthusiastic and contributing member since the beginning. Without checking it would seem safe to say that he has competed in every National Contest, always with an excellent standing. He flies because flying is in his blood—sailplanes for fun and Eastern Airlines Connies for pay. He is a senior captain with the airline. He has always been at the front in winning soaring's awards and now holds America's Diamond C No. 2. His counsel and flying experience in competition will be invaluable to the American team.

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● **CARSEY:** (Cont'd from previous page)

ment of aviation in any form, and gliding and soaring in particular, owe all these people a very sincere expression of thanks.

The great interest and service of these friends of soaring is augmented by the seemingly unlimited and most thorough effort of Walter Setz who has worked out all trans-Atlantic transportation problems including a substantial reduction in rates for equipment. He has also carried on a great amount of correspondence with the Aero Club de Espana to get details of participation and make necessary arrangements. His tasks have been numerous and will continue as he has accepted appointment as Team Captain. The problem of "making equipment ready" for shipment has fallen on Ernie and Paul Schweizer and Schweizer Aircraft Company. Procuring, arranging and making radio ready has been undertaken by Dick Ball. Dick will go to Madrid as a crewman. Business Manager for the contingent is Fran Hall, of Elmira Association of Commerce, who is charged with final arrangements for transportation of pilots, crew members, sailplanes, lodging, etc., throughout the trip. Chet Decker, a soaring enthusiast of long standing, who resides near the port of embarkation is to care for cars and any other equipment brought to dock side that is not to be shipped.

One member of the Committee on Participation, Dr. W. B. Klemperer, is in Europe on a mission for the Air Forces. Being one of the Trustees of OSTIV he will of course attend the scientific meetings and will probably present a paper dealing with the Sierra Wave project.

Dr. August Raspel, Chairman SSA Scientific Committee, is arranging SSA's contribution to the OSTIV Congress which will be held during the Championships. SSA members who will present papers will include Dr. Raspel, Dr. Joachim Kuettnner, Dr. W. B. Klemperer and others.

The Soaring Society will be represented at the CVsM meetings by SSA Vice-President and CVsM Vice-Chairman Captain Ralph S. Barnaby as delegate and by Lt. Col. Lawrence D. Ely and Jon D. Carsey Alternates.

Whether sufficient funds to help a full team to make the journey develops or not, motorless flight and its possibilities of value have been heralded throughout the land. Important advantages are certain to result.

If immediate campaign results are favorable,—if we of the Society support our own projects as well as some "outsiders" have, then a full American contingent of five teams flying American designed sailplanes will represent America in an International event for the first time.

DUET?

Wolf Hirth has been having trouble with English words in attempting to choose a short slogan to describe the Doppelraab now in production and offered for sale in this country. Since the glider has an instructor's seat directly behind the pilot so that both use the same control stick, words like "pick'a-back", "piggy-back", "pillion" (described by Webster as a pad behind a saddle as for a woman), "duet" (a composition for two performers) have been suggested. Present advertising describes the ship as "A Utility Glider With a "Second Seat" ".