PLANK MEASUREMENTS

(Continued from Previous Page)

not yield better performance. It was through these systematic modifications that sailplanes such as the RJ-5 (Ref. 4) and the "Tiny Mite" (Ref. 5) were developed.

References

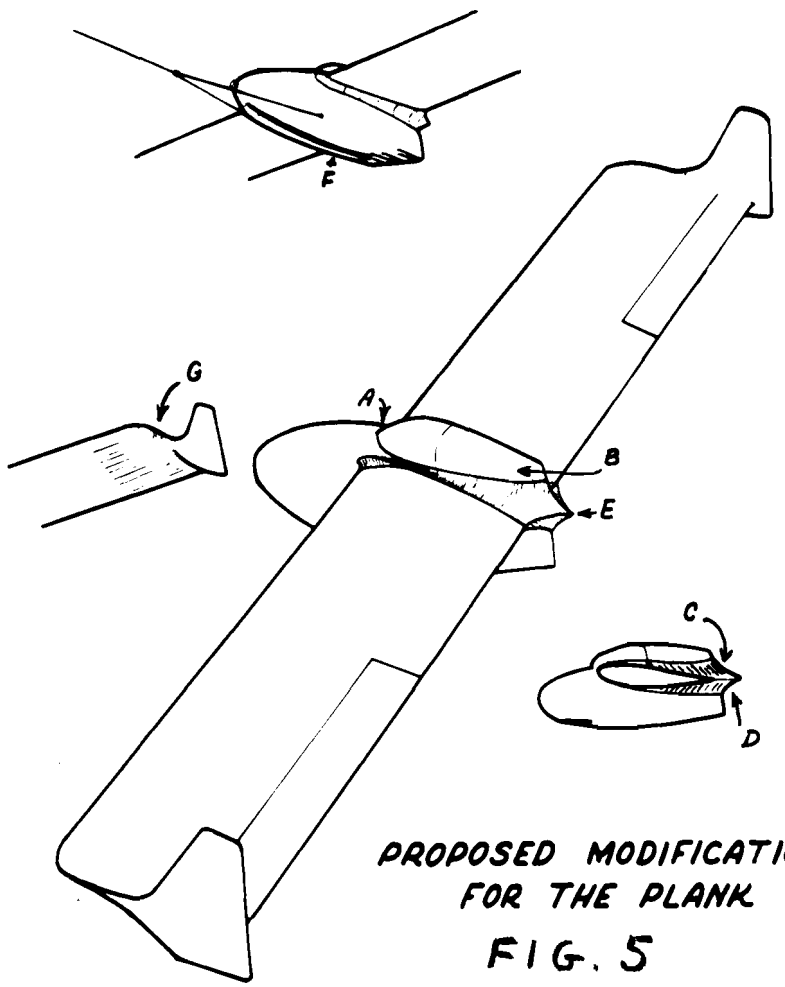
1. Backstrom, A. A., "The EPB-1 Flying Plank," Soaring. July-August, 1954.
2. Raspet, A., "Potential of The Sailplane," OSTIV Publication II.
3. Hoerner, S., *Aerodynamic Drag*, p. 112.
4. Raspet, A., "Systematic Improvement of the Drag Polar of the Sailplane RJ-5." Soaring. September-October. 1951.
5. Raspet, A., and Parker, R., "The Low Drag Sailplane," Soaring. November-December, 1954.

I wish to express my appreciation to Phil Easley and Jock Powell who delivered the ship to Mississippi and to Dr. August Raspet and Bennett Boggs for their assistance in flight testing.

EPB-1 SPECIFICATIONS

MEASUREMENTS	
Span	26.5′
Length (Overoll)	7.5′
Height (Overall)	
Fuselage Width (Overall)	22″
Fuselage Height (Overoll)	44″
Fuselage Cross-Sectional Area	5.5
AREAS	
Wing Area (With Aileron)	106
Elevon (Totol)	16.3
Flaps (Total)	
Spoilers (Total)	
Stabilizer	
Elevator	
Horizontal Area	0
Fin	8.2 per side
Rudder	1.2 per side
Vertical Area	8.2 per side
WEIGHTS	
Empty	232
Pilot	145
Extra Equipment	30
Totol	407
Pilot/Empty	0.625
WING	
Wing Planform	Rectangular
Sweepback	0°
Dihedral	0°
Gull	No
Root Chord	48″
Half Span Chord	
Tip Chord	48″
Aspect Ratio	6.6
Taper Ratio	1.0
Load Factor	7.5 Ult.

AIRFOIL SECTIONS	
Wing Root	15% Thick With Reflex
Wing Half Span	15% Thick With Reflex
Wing Tip	15% Thick With Reflex
Horizontol Tail	
Vertical Tail	Sym.
Angle of Incidence to Fuselage	0°
Washout	0°
Winch Tow	Yes
Auto Tow	Yes
Airplane Tow	Yes
Aerobatics	Yes
PERFORMANCE	
Glide Angle (Maximum	19.8
Minimum Sink	3.9
Airspeed at Best Glide Angle	60 mph
Airspeed at Best Sink	50 mph
Maximum Design Speed	100 mph
Wing Loading (Test Flight)	3.85 P.S.F.
Span Loading (Test Flight)	15.4 #/Ft.
CONSTRUCTION AND MATERIALS	
Wing Structure	Wood
Fuselage Structure	Wood
Horizontol Tail Structure	
Vertical Tail Structure	Wood
Landing Gear	8 x 3 Wheel
AERODYNAMIC CHARACTERISTICS	
C_{Df} Min = .0048	
C_{Dmin} .016, C_{D_0} = .0115	
Efficiency Factor	75%



PROPOSED MODIFICATIONS FOR THE PLANK

FIG. 5

1956 SNOWBIRD

(Continued from Page 17)

ers who contributed in many ways to make the meet a success. We almost made our 200.

Club Standings

1. EASC	325.3
2. MASA	285.8
3. PSA	274.0
4. Mohawk	230
5. Toronto	155
6. S. Jersey	133

Final Scores

1. Dale Gustin, LK—EASC	294
2. Bill Bowley, 1-23F—MASA	289
3. Bill Hoverman, 1-23D—EASC	262
4. Hal Bovenkerk, 1-23D—Mohawk	230
5. Dave Potter, 1-23D—MASA	200
6. Bill Placek, 1-23D—MASA	191
7. Bill Terry, 1-23D—MASA	187
8. Joe Perrucci, 1-26—EASC	174
9. W. Mix, LK—Toronto	133
10. Al Pow, 1-26, Toronto	131
11. Bill Duench, 1-23—Toronto	123
12. Ted Pfeiffer, LK—MASA	113
13. Norm Ring, LK—Toronto	113
14. Otto Zauner, 1-26—S. Jersey	108
15. Art Thompson, Olympia—Pittsburgh	93
16. Bud Briggs, 1-26—MASA	92
17. Lou Rehr, 1-23D—S. Jersey	90
18. Ginny Bennis, 1-23D—MASA	76
19. Bruce Cooper, 1-19—Toronto	44
20. Dick Huppertz, TG-2—Pittsburgh	37
21. John McGonigle, TG-2—Pittsburgh	35
22. C. McKee, TG-2—Pittsburgh	34