

## The SAILPLANE "ROBIN"

Designed and Built  
by John Robinson



The "Robin" is a full cantilever, high wing sailplane with a slightly gulled wing. Unlike usual sailplane construction practice, it has a fuselage built of welded chrome-moly steel tubing covered with fabric. This fuselage, which has a built-in air wheel, was made very rugged to withstand the stresses incurred by sudden stops when landing in small fields and by ground looping, as well as flying loads when in turbulent air currents.

This extra strength was deemed necessary in view of the relatively high flying and landing speeds of the ship. The best cruising and landing speeds are from 45 to 50 miles per hour. Minimum sinking speed is indicated on the Kollsman vertical speed indicator as four feet per second at 40 m.p.h.

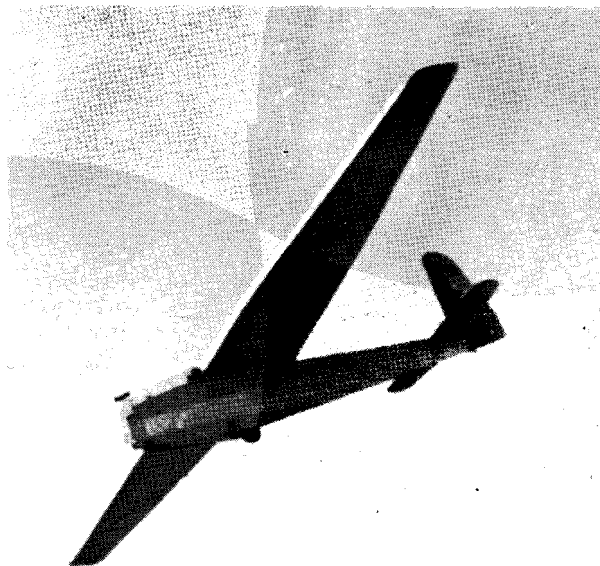
The entirely enclosed cockpit, easily entered through a hinging hood, has exceptional visibility due to the entire top and front of the sailplane's nose being covered with ppyralin. As the numerous instruments are mounted in a staggered position, eliminating the usual instrument panel, the pilot can watch the tow car and the tow line at all times during the take-off, and the terrain ahead and below the ship while soaring and landing.

Assembly of the ship is especially quick and simple. Two long rods hold the cantilever double spar wings together and another pair of rods hold the wings to the fuselage. Aileron controls are connected by two pins, and elevators are secured by telescoping tubes and two bolts, completing the set up by two persons in seven minutes, including trailer unloading.

Specifications	Specifications with New Wing
Span ..... 48 ft.	Span ..... 52 ft.
Length ..... 23 ft.	Length ..... 23 ft.
Wing area ..... 180 sq. ft.	Wing area ..... 177 sq. ft.
Aspect ratio ..... 1:12.8	Aspect ratio ..... 1:15.27
Weight empty ..... 370 lbs.	Weight empty ..... 335 lbs.
Gross weight ..... 520 lbs.*	Gross weight ..... 485 lbs.
Wing loading ..... 2.88 lbs./sq. ft.	Wing loading ..... 2.74 lbs./sq. ft.

A new monospar wing, now under construction for the "Robin", is calculated to reduce the weight, and by using the N.A.C.A. 24 series airfoil, the increased efficiency of the wing should make possible a lower minimum sinking speed and much better all around performance.

\*The weight of 150 lbs. for the pilot is used because none of the glider pilots in San Diego weigh more than that.



Diving through a downdraft

## Wild Flowers and Soaring

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were similar and Stan Corcoran again reached an altitude of 6,000 feet on a two hour flight. Then, early in the afternoon, with little warning, a line squall broke over the ridge, bringing with it a high wind and rain by the buckets full. George Palmer's sailplane was lifted bodily by the storm and dashed to pieces. The rest of us were soaked to the bone, holding down the other ships and dismantling them, as well as the tents, as we packed for the journey home.

So ends another chapter in the history of California soaring. Looking back, one cannot help but arrive at the conclusion that what we need is high performance sailplanes and highly skilled pilots to fly them. Then we can visualize for California soaring achievements second to none anywhere in the world.

### Summary of the Meet

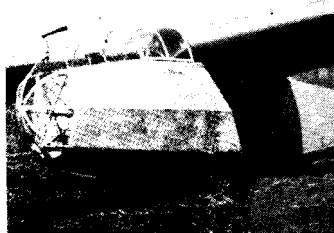
Number of ships present.....12	Best duration.....5 hrs. 20 min.
Total number of launchings...120	Best altitude, 5200 ft. above take-off
Total time logged...33 hrs. 24 min.	Best distance...15 miles (approx.)

### Owners and Ships Participating

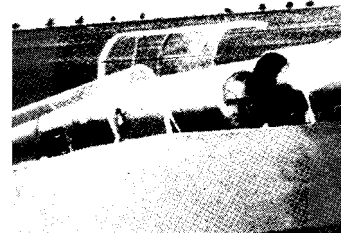
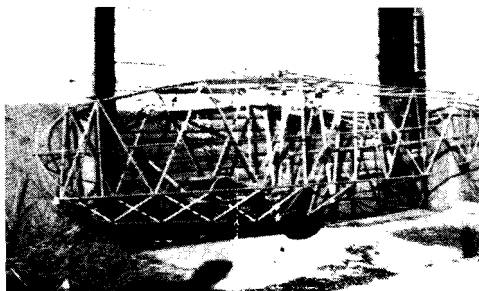
Stan Corcoran .....Cinema	Volmer Jensen .....Silver Bird
Jay Buxton.....Transporter (2-place)	H. Huber and
Stanley Hall...Cherokee (2-place)	H. Morrison .....Yellow Peril
Hawley Bowlus .....Baby Albatross	George Palmer .....Goler sailplane
Woody Brown .....Swift	W. and B. Heidman
John Robinson .....Robin	Heidman utility

Below: The uncovered fuselage

John Robinson



The transparent nose for good visibility  
John Robinson



Closeup of the cockpit  
John Robinson