

STATIC TESTING

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TEST OF ATTACHMENT OF CLOTH TO RIBS AND LEADING EDGE

The method of attaching the fabric to the ribs was tested in the following manner:

A jig was constructed to contain 5 upper camber rib cap strips to which the fabric was glued with 2 coats of "Airlac" cement. The cap strips were only $\frac{1}{4}$ " wide as compared to the $\frac{5}{16}$ " standard cap strips in the wing. The fabric was glued to the leading edge plywood for a width of $1\frac{1}{2}$ " and 3 coats of dope were given the fabric. The total load carried by each upper cap strip (M.A.A.) was placed on the fabric (jig inverted) at the corresponding rib stations. (130.5# per cap strip). The fabric was deflected but there was no failure of the method of attachment (cemented). Additional sand was then added until an over-load of 150# per cap strip was reached, at which point the loading was discontinued due to danger of the jig failing. **THE FABRIC HAD DEFLECTED SLIGHTLY MORE BUT THERE WAS NO FAILURE IN THE METHOD OF ATTACHMENT.**

From the rear of the front spar to Station No. 5 inclusive, it will be noted that the weight carried by the cement (Airlac) was 138# (conservative) for a distance of 10" on a $\frac{1}{4}$ " cap strip, or an average of 13.8# per inch run.

Witnessed by
Civil Aeronautics Authority.

CHICAGOLAND AIR BUBBLE

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CHICAGOLAND HAS WAITED A LONG TIME FOR THIS, ITS FIRST CONTEST OF 1939

Chiefly because of delays in finishing the construction of several sailplanes, pilots of the Chicago Area have waited for this, the first of a series of contests. We hear the philosophical remarks that "Fall and Winter and Spring bring the best winds, anyway." A few informed and far-seeing individuals in Benton Harbor have been anxious to help put on these contests—notably Mr. L. J. Metzger, manager of the Benton Harbor airport. He is furnishing some cash support to cover launching operations. Part of the contest flights will be made at this airport.

We expect a good number of entries and a large crowd of our friends to watch the flying.

JINX POPS UP TO PUT LEGAL "FRITZ" ON TWO SITES FOR THE CHICAGOLAND GLIDER-PORT—STUDY 3RD

Two sites for the Gliderport, both excellent from every angle, have been leased and the rent paid, only the last minute turning out to have a hidden "jinx." First, incorrect legal advice by a city attorney, and then a badly clouded title put The Glen Ellyn Glider Association's hard working gliderport committee back where it started. Each time plans were all ready to operate gliding and soaring under regulations and supervision. In spite of the attitude of uninformed citizens who, alas! refuse to become informed, this committee, headed by Mr. Theo. Prescott, father of

Bill Prescott, resolves to break the jinx and to make available a Gliderport second to none.

Your "Air Bubble" will announce in bold headline the facts regarding this Gliderport just as soon as we can be absolutely and positively sure that some poor peasant won't pop up with the police to arrest those awful glider-boys who would jeopardize people's lives and property.

ATTENTION IS ON GLENN ELLYN FOR THE SOLUTION TO THE CHICAGOLAND GLIDERPORT PROBLEM. NEW SITE?

The hard-working Airport Committee of the Glen Ellyn Glider Association, headed by Mr. Theo. Prescott, has a real site under consideration. We hope he breaks the "jinx" and can bring to Glen Ellyn the center of activity.

POLISH GUNS FIRE ON AIR GLIDER

From Michigan City Press, Sept. 6, 1939
by Transradio Press

Danzig—Frontier authorities reported today that Polish guns on the Free City border near the town of Zoppot had opened fire, shattering windows in the town by their vibration. *The guns were aiming at a glider which was flying near the frontier.* The Germans charged yesterday that three of their passenger planes had been fired on by Polish guns.

THERMAL NEWS

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States. It had a wingspread of fully seventy feet and remained aloft for more than two and one-half hours on its initial test flight.

Hutch's new ship is of somewhat unconventional design, but boasts exceedingly clean lines. The wing is of untwisted, constant chord design and provides an area of approximately 180 sq. ft. The wing is strut braced and mounted shoulder high. Probably the most striking example of unconventionality lies in the design of the lateral control system. Small, differentially controlled "ailerons" are mounted below and aft of the wing trailing edge. When the aileron is up, its leading edge catches undisturbed air passing along the lower surface of the wing, and when down, closes the gap between itself and the trailing edge, thus providing an additional wing area. In spiralling, this additional area facilitates maintenance of a smooth, constant turning attitude. Hutch says that lateral control is easily maintained at forward speeds as low as 10 MPH. Specially designed wing attachment fittings permit the glider being assembled for flight by two men in ten minutes.

The fuselage is of wooden, four long-eron construction and carries somewhat small but conventional tail surfaces. Control is affected by means of a full-circle wheel. The design of the control system eliminates the vertical column rising from the cockpit floor, elevator control being accomplished in a horizontal plane rather than in the conventionally vertical. The cockpit is completely enclosed by a transparent canopy. Almost the entire upper surface of the short wing center section is covered by transparent sheet to facilitate rearward vision. A single, braked landing wheel is provided.

THE STIGLEMEIR BROTHERS, Herman and Henry, are completing a German-designed Grunau Baby. The brothers are also working in conjunction with JACK LAISTER, designer-builder of the Lawrence University Sailplane, in the construction of two additional high performance sailplanes closely resembling the University craft.

HARLAND ROSS, designer and builder of Woody Brown's "Zanonia" and the Soaring Society of America's "Ibis," is forming a group of employees of Lockheed Aircraft for glider training. A Bowlus Baby Albatross will probably be annexed as training equipment, according to available information.

Three North American and Douglas engineers, namely **BILL BARKER**, **TONY WEISSENBERGER**, and **JOHNNY BRUECKNER** have purchased and re-worked the original primary trainer formerly owned by **DOUG HUGILL** and **FRED BARNES**. As we go to press, plans are being formulated for flight testing.

JAY BUXTON is busily engaged in the construction of a mock-up model of an all-metal, two-place side by side training sailplane to be used as a production prototype. Production plans are rounding out rapidly.

STAN CORCORAN, on a hurried business trip to Los Angeles, paid his respects to the Association through **BOB BAILEY**. It seems that, cold weather or not, STAN is going to stay in Michigan. Reason, the state has just appropriated a tremendous sum of money for a glider training program. **TED BELLAK** has forsaken partnership with STAN to become State Administrator for the program.

BOB BAILEY'S and **DOUG HUGILL'S** "little beauty" has been completed at Jay Buxton's Torrance shop after having been removed from Curtiss-Wright Tech's class rooms. The little ship, originally designed for aerobatic use, boasts a judicious green and yellow paint job. The ship was successfully flight tested at Vail Field.

In addition to receiving domestic orders, Gus Briegleb's BG-6 is apparently becoming popular in such out-of-the-way places as Tasmania.

CLASSIFIED ADVERTISEMENTS

COMPLETE set of "BG-6" Utility plans and instructions with authority to construct one ship, only \$12.50! Kits at \$199.00, \$299.00, and \$369.00. Glider complete—\$495.00. Send 10c for information and pictures. Briegleb Aircraft Company, Van Nuys, California.

BACK ISSUES OF SOARING available through the S.S.A. headquarters. Complete set of 1938 issues—\$2.00; nine issues of 1937—\$2.00.

CLASSIFIED ADVERTISEMENTS—5c per word—minimum rate \$1.50.