

Soaring CONTEST



He Montgomery, Randy Chapman, Alcid Santilli, Dick Essery, John Robinson, L. D. Montgomery, Ted Bellak, Frank Boggs and Delbert Booth.

the path of the ship. Henry, trying to avoid running the child down, ground looped the ship and damaged the pod beyond repair. Frank Boggs had the Baby Albatross at the meet, but was minus a trailer for retrieving the ship in case he would make a cross country hop. Henry and Boggs struck up a deal to put Boggs' ship on Henry's trailer and the two would fly the ship alternately.

Woody Brown flew the Crown City Glider Club sailplane the "Screamin' Weiner," designed by Wallace Neugent and members of the Crown City Glider Club. Woody had the misfortune to ground loop the ship on a takeoff when a wing tip caught a large clump of Johnson grass and spun completely around cracking a spar.

Three new designs of ships made their appearance at the meet this year giving the boys something for discussion in their bull sessions.

Dick Essery brought forth the Baby Bomber, a two seater sailplane, side by side. The fuselage is of plywood construction, having the wing, which is strut braced, placed in the center of the fuselage. The ship features a retractable wheel which is used for takeoff and retracted for landing, allowing a smooth landing on the skid. Dick was kept very busy carrying members of a prospective glider club and officials during the meet.

Wallace Neugent of the Crown City Glider Club displayed a new pigmy size sailplane with a span of 36 feet. The ship is of commercial plywood construction. The ship is a mid-wing full cantilever, featuring wing tip slots to facilitate handling at slow speeds. The wing is elliptical in plan. That the ship is very fast is evidenced by the fact that a twenty mile flight was made in 17 minutes.

Eugene Ardel of Denver, Colorado, had his Grunau Baby sailplane on hand fitted with a flexible trailing edge wing. The trailing edge of the wing was flexible from the fuselage out to the aileron. The trailing edge worked much the same as a flap and was manually controlled from the cockpit. The trailing edge was flexible to the extent that when the ship was in a stall position, the trailing edge would flex up and spill the air from beneath the wing, thereby imparting a forward motion to the ship. By flexing the trailing edge, the speed could be increased and decreased at will in normal forward flight. Booth delighted in running races with Cub airplanes and would outdistance them in normal flight. The climbing attitude of the ship in a thermal is with the nose on the level with the flaps in a certain position. The flaps are constructed of very thin plywood and flex under a very few ounces of air pressure to conform to a streamline section. The manual control was to place the flap in the extreme up or down position. The flexible flaps would change the wing curve from a high camber section to a streamline section by operating the controls plus the air pressure placed on the flap.

This flap is a pet of Ardel's and he has been experimenting with it for a long time. Ardel has just received a patent on the flap.

Jay Buxton as before, assisted nobly in handling the meet and most of the calibration and logging of the flights were handled by Jay. Jay, as always, is preaching the gospel of soaring to anyone that will give him a good audience. Cyril Leigh of California, acted as Jay's helper during the meet and came in for a great amount of hard work on the starting line.

Communication between the winch and the takeoff site was handled by the National Guard, who strung telephone lines around two take-off sites and established all communication by telephone.

A glider club is being formed in Wichita Falls, and for a start they are buying Stan Smith's two-place "City of Utica." With plenty of time to choose the good days, some good flights should be made in this ship. A country with such good flying conditions as are generally present at Wichita Falls, should have several very active clubs.

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Jack Begley Presents Championship Trophy to Robinson