



The use of spoilers has been found to be such a safety measure that even before the war it became compulsory in Germany to fit all sailplanes with spoilers of some description. This, in all probability, will become essential in this country in the near future.

The fuselage cockpit is somewhat larger than is usually found in sailplanes. This has been designed to allow for maximum comfort on long flights. Provision has been made for a seat type parachute in the Wanderlust but it will mean little alteration to provide for either the seat or back type parachute on a production machine. The Wanderlust may be flown either with open or closed cockpit. In the latter case the cockpit cover and structure is fitted with quick jettison release for use in case of emergency. Rudder pedals have sufficient adjustment to make flying comfortable for all pilots.

It had been our intention to fit between the skids and fuselage bottom, both main and rear, a novel form of shock absorption. The idea was to cut a motorcycle inner tube and seal the ends. This was to have been held between the ash skid and fuselage by a canvas covering leaving only the air valve projecting at the side for inflation purposes. By this type of shock absorption the landing loads are spread out more evenly along the whole length of the front fuselage. We have shelved this idea, however, and have fitted in its place the more normal type of shock absorption; two solid hard rubber rings about 4 inches in diameter and faired in with canvas. The reason for this is that on production models we shall fit a small landing wheel.

For a fuselage structure of oval and streamline form the simplest methods were employed. The usual type of frame construction in sailplanes entails the use of a considerable number of laminations. This in turn means lamination jigs and more frame assembly jigs, all requiring skilled labor and expensive production. This is dispensed with in the construction of the Wanderlust. Using our method, we have estimated from actual experience that one man and one boy can easily make four complete sets of frames a day. By the usual method not more than half a set could be made. Only three laminations have been used on the complete fuselage of the Wanderlust.

The instruments will include an electric turn and bank indicator, A.S.I., altimeter, compass, variometer and clock. Provision has been made for a barograph to be carried in the small fairing behind the cockpit.

The tailplane has been made of normal construction and is attached to the fuselage by two bolts. It can be quickly dismantled from the fuselage but for trans-



port this should not be necessary due to its small span.

The elevator is fitted with two small tabs for trimming purposes. These are hand operated from the cockpit and should be of considerable help to the pilot on long distance flights. They are also essential in counteracting the pitching moment when the flaps are lowered.

In conclusion, the Wanderlust can be assembled for flight in approximately ten minutes by two men.

The prototype Wanderlust is nearing completion after having been built in a small workshop with very limited facilities. With comparable ease a club or small group of enthusiasts could build the Wanderlust for themselves. To facilitate home building, and for export purposes, the Wanderlust is to be made available in complete kit form, as apart from finished machines. In this way the more tedious work will not have to be done by the amateur. It will also reduce the possibility of expensive mistakes during construction. In addition, by the large scale production of component parts, a complete set of proper production jigs can be made, thus reducing the overhead on the complete machine and enabling it to be sold at an attractive price.

Editor's Note. As yet agents for the Wanderlust in the U. S. and Canada have not been named. Those interested can obtain the latest information by writing direct to Mr. Brown at Broburn Sailplanes Ltd., Woodley, Berks, England. The prototype is now being tested and the Broburn company is making every effort to have a demonstration ship at the National Contest this summer. We will certainly look forward to seeing this interesting little sailplane. Broburn Sailplanes hope to sell the Wanderlust complete for £350 (\$1400) and about \$700 for a kit. These prices do not include shipping and import duty. In spite of the difficulty of obtaining materials, they hope to begin delivery early this summer and are now accepting orders.

