

LETTERS TO THE EDITOR

Odessa, Texas.

Dear Eugart:

I want to tell you how much we enjoyed having the SOARING people here. It was a wonderful experience to meet and work with this group of people who have so much enthusiasm and the sportsmanship needed to make SOARING the sport that it is. We are looking forward to having you back with us next summer.

Sincerely yours,
GLEN FLOURNOY,
Airport Manager.

Dallas, Texas.

Dear Editor:

It will not be possible for Wally to write his report on Odessa as he is at this time in the hospital for the repair of a broken leg suffered yesterday (Sunday, Sept. 9th) in the crash of his LK.

Wally's injuries are not serious, but he did get a broken left leg just above the ankle. He was most fortunate as his ship was a total loss, both wings broken and otherwise washed out. It resulted from a thunderstorm flight when he was attempting Diamond "C" altitude. He had just installed a new German electric gyro horizon, and the failure of this instrument at about 14,000 in the very center of the storm caused the trouble. Wally realized his difficulty and thought to spin out the bottom but unfortunately the bottom was almost at ground level. He did recover from the spin at about 100 feet in blinding rain and had no choice but to crash land. He will be up and about in a few days and we are mighty happy it did not result in more serious injury.

Yours,
E. J. REEVES.

Sept. 17, 1951.

Editor—Soaring:

Hi:—

Last two Sundays the Soaring at Toledo has been terrific. The only

complaint heard was the difficulty in getting down.

Yesterday "The Flying Farmers" had their breakfast flight and we gave rides . . . had real enthusiasm amongst them . . . gave approximately 25 rides and several were eager to buy Dallas Wise's 2 G2, which is for sale, but he had contracted for an Air Show in Windsor, Sept. 30th so couldn't let any buyer take it right home. Had to turn away about fifty who wanted rides as the Toledo Glider Club's 2-22 and Dal's ship were the only available 2 places.

Every passenger not only had a ride but a soaring flight. Chuck said he limited his to one thermal apiece but found it a great sacrifice to keep from spiraling when flying through one.

Ed Knight had a beautiful flight in his 1-23 and really proved sustained flight without a motor.

Emerson Mehlhose and family were on hand as were Eric Anderson a "C" pilot from Denmark and in this country as an exchange student, Dallas and Helen Wise, John Novak, Ed Knight and the Kohls.

Emerson had another couple with him, Mr. and Mrs. Scott Coltis (both prop-spinners) and their brown-eyed boy of four.

There is also activity at Wings Airport every Sunday. Kemp Trager took his ship there and when he can't be on hand to fly it John Bierens does. Also the 2-22 there is being used by at least a half-dozen. Wings is located north and a little east of Detroit at Utica, Mich.

Best soaring wishes,
MILDRED KOHLS.

THE EDITOR HEARS

THAT George Pankau has completed work on the variable incidence mounting of the wing on his L-K.
THAT the Farrar flying wing has been test flown.

THAT George Rounds has bench-tested the jet engine for his power

glider and that the airframe design is complete on paper. Engine has 285 lbs. thrust, weighs 135 lbs. Ship is to be a flying wing.

THAT Pop Krohne has flown his L-K with the inboard half of the ailerons locked solid as recommended by Dr. Raspet. Reports excellent control and better performance.

THAT Jack Bradley amuses Sunday crowds by trying to keep up with an old flare parachute that goes up in thermals and soars for a couple of hours at a time.

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SAILPLANE IMPORTS—NORWAY.

New or second-hand sailplanes required. Particularly interested in second-hand two-place Schweizer TG3A. Offers with f.o.b. quotations, full descriptions, preferably with photo, to Norsk Seilflyimport & Co. Boks 2256, Oslo, Norway.

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SAILPLANE WANTED — British emigrant, unable to transfer sterling to U. S. will trade expense paid vacation in Britain for licensed sailplane. G. S. Thomson, 723 Tenth Street, Santa Monica, California.

● Drag Studies RJ-5

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Airfoil Sections

Wing Root 632-615
Wing Half Span 632-615
Wing Tip 632-615
Horizontal Tail: Symmetrical
Vertical Tail: Symmetrical
Angle of Incidence to Fuselage 2.5°
Washout 1.6°
Winch Tow: Yes
Auto Tow: Yes
Airplane Tow: Yes
Aerobatics: No

Performance

Glide Ratio (Maximum) 37.9
Minimum Sink 1.82 ft./sec.
Airspeed at Best Glide Angle 50 m.p.h.

Airspeed at Best Sink 46 m.p.h.

Wing Loading (Test Flight) 5.40 P.S.F.
Span Loading (Test Flight) 0.222 P/Ft.²

Construction and Materials

Wing Alum. Alloy, Wood T.E. Ribs
Fuselage Spruce, Mahogany Plywood
Horizontal Tail Wood, Cloth
Vertical Tail Wood, Cloth
Landing Gear Rubber Mounted Skid

Aerodynamic Characteristics

C/D min .012
Efficiency Factor 98%

Gliding

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ENTIRELY DEVOTED TO
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