

THE SOARING SOCIETY OF AMERICA IS REPRESENTED IN MEETING OF THE F.A.I.

The Gliding and Soaring Committee of the FAI Now Finds U. S. Delegates in Attendance at Their Meetings.



Anplata of Amsterdam photo

Delegates to the F.A.I. Conference at the Hague, May 14 to 22, on the steps of the Knight's Hall, with Prince Bernhard (front row center) of the Netherlands, who presided over the opening ceremonies.

Regulations For Records in Gliding and For Award of Gliding Badges changed as follows: The 500 KM distance requirement for "Diamond" may now be accomplished in broken line of three legs, no one of which may be less than 80 KM in length. The same change for the 300 KM requirement for "Diamond" goal. No more than 40 gliders may be entered in World Championships. It shall be required in future World Meets that the obligatory program shall include — at least one Distance flight without landing, (to include gain in altitude if desired) and a race to a goal and a goal and return. The following tasks are optional with organizers: goal of pilots choice with no more than 10% bonus for completion and the tri-course race of 100 KM.

On Capt. Barnaby's recommendation the Gliding Committee has asked that they be consulted in connection with future awards of the Lilienthal Medal. He called attention to the Administrative Council's awarding of

the Medal in 1952 for a record duration flight, when duration is no longer considered important, and their complete disregard of the great international record flights of recent date.

Did You Know That...

One out of every 50 Australian Glider pilots has a Gold C?

One out of every 10 has a Silver C?

The Australian Distance Record is 260 miles?

The Height Record stands at 24,000 feet?

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OFFICIAL TEST OF THE AV-36 COMPLETED

The C.E.V. (Test Center for Sailplanes) of France, has completed tests of the AV-36 "Monobloc", according to Charles and J. Fauvel, and confirmed the reports of excellent longitudinal stability for all c.g. positions and various weights of pilots. Its no-spin characteristics have also been proven by these tests.

Results of the measurements with a standard pilot weight of 75 kg. are:

Maximum glide angle 24/1.

Minimum sinking speed 0.83 M/sec at 67 km/h.

Glide path (angle) 24 at 71 km/h.

Sinking speed 1.63 m/sec at 100 km/h.

The peak of the speed polar is greatly spread out so that for the same pilot of 75 Kg. sinking speeds below 1 m/s are obtained for 54 Km/hr. to 87 Km/hr., which gives the airplane good operational flexibility. The glide path angle curve also is very wide.

At a gross weight of 211 Kg. corresponding to a pilot of 88 Kg: — min. sinking speed .87 m/sec at 71 Km/hr — max. glide path angle at 84 Km/hr — sinking speed at 100 Km/hr is 1.50 m/sec.)

C.E.V. also found that the V type towing installation, along with the effectiveness of the ailerons, permits safe and easy launchings in strong cross winds.

Following official tests at the Test Center for Sailplanes (C.E.V.) after acceptance by the Aeronautical Technical Agency of the computations (conforming to the standards), the sailplane Ch. and J. Fauvel, single seater Type AV36 "Monobloc" was the subject of our official final tests.

The C.E.V. has confirmed the excellent longitudinal stability for all indicated c.g. positions (therefore without ballast for pilots of 57 to 95 Kg in flight condition) as well as the good lateral stability.

C.E.V. has established that the plane does not "unhook" and could not be thrown into a spin even with the c.g. at the most rearward location that has been authorized.

The measurements of the test center have shown a maximum glide path angle (ratio) of 24, which is 2 points better than indicated by the designer.