

AIRMATE HP-7

(Continued from Previous Page)

Tail cone is stressed for ground handling and is tapered down to hand fitting size. No brake or spoilers are incorporated. Braking action is obtained by forward stick pressure which presses the stainless skid surface against the landing surface. The flap drag is used for steep approach. Flap control is spring loaded to protect flaps from excessive air speeds.

Two other Toledo Club members have started building duplicates. For this reason we have made sketches of all parts, measurements and construction details. About 3,000 man hours will have been expended upon completion of the project, but it is estimated that future duplicates could be made with 2,000 hours of labor. The difference is made up of wasted time, mistakes, indecision, interferences and redesign which are stand-

Francis Hohm
M. J. Laing
A. Jim Smith
Lauren Glazer
Winston Smith
Dick Dooley
John Nowak
George Ritter
Lloyd Cross
Fredric Bailey
A. L. Boudouris
Lyman Wiard
Dean Svec

(Editor's Note: Guess what the registration number of Dick's new ship is? N-34Y!!! A similar sounding number was frequently heard on 123.3mc during the 23rd Nationals.)

Airmate Super H.P. Specifications

Span	48 feet
Chord Root	30 inches
Chord Tip	15 inches
Aspect Ratio	21.7/1
Length	20 ft. 10 in.
Height	4 feet
Weight, Empty	435 pounds
Weight, Gross	750 pounds



Photo by Larry Couture Studio

Continuous heavy rains in the Toledo area prevented Dick from photographing his completed sailplane in time for publication in this issue. This photograph, taken early in May, shows that the outboard panel on the left wing, and the canopy were all that remained to be completed at that time.

ard headaches in construction of a prototype aircraft.

That is about it. In closing, I would like to pay tribute to the following members of the Toledo Glider Club who have made this project possible:

Robert A. Rower
Bruce Main
Harold R. Jost
Robert Graham
James Neiferd
Arthur R. Shanley
Robert Bauer
Rudolph Wolf
Sam Cochran
Edward F. Knight
Nelson S. Bailey
Elmo Collins
Spud Kohler
Dr. John Roose

Sailplane and Gliding . . .

A Bi-Monthly Magazine Entirely Devoted to Motorless Flight

Editor

DR. A. E. SLATER,
M.A., F.R.Met.S.

The official organ of the
British Gliding Association
per copy 50¢ post free
annual subscription \$3 post free

Direct From

**The British
Gliding Association**

Londonderry House
19 Park Lane, London, W. 1

BEGINNER'S LUCK

(Continued from Page 15)

in weak lift which turned into zero sink, then to rapidly increasing sink. We left the clouds at 4500 and struck off on course at maximum glide angle in dead calm air. At 500 ft. there were two little bumps over Wirt, Oklahoma, but not enough to keep us going. We landed half a mile south of the town and called contest headquarters. 108 miles, 3½ hours, and a barograph trace in hand this time.

Half an hour later an intelligent looking fellow stopped his truck and came up to the fence.

"A glider eh?" he asked.

My impression of him was accurate because it was generally mistaken for a boat, at least while on the trailer, and when rigged the usual question was about how the propeller got lost. I nodded assent.

"Does it take much wind to keep them things up in the air?"

With this I launched into a considerable dissertation about the requirement of vertical air currents, thermal activity, the lapse rate, standing waves, ridge soaring, the latent head of condensation, and some of the aspects of glider construction. He listened with rapt attention and I knew I had a convert made. When my tongue grew weary I stopped so he could ask the inevitable question about cost, where the nearest gliding club was located, and how long it took to learn. There was a momentary silence before his profuse reply.

"Yeah?"

Third Day

One hundred and eight miles had seemed good until I found out that Maxey and Schreder had gone clear to Wichita, having outfoxed the dead area that brought me down. Feeling blue and incompetent I prepared for the day's flight, a 300 kilometer triangle to Mineral Wells, Lake Whitney and back. An alto-stratus layer had come in from the south and a good number of sailplanes landed after their first tow. The Bowlus followed them down. Feeling even worse I got ready for another try. Dick Johnson was talking on the microphone to spectators. He explained something about the speed of the Bowlus, the need for slow tows, and the glide angle. (All tows but the first one were excellent.) "Yesterday he flew it clear up into Oklahoma."

I could hardly believe my ears. Such a compliment from Johnson: four times national champion, holder

(Continued on Page 27)