

STANDARD CLASS

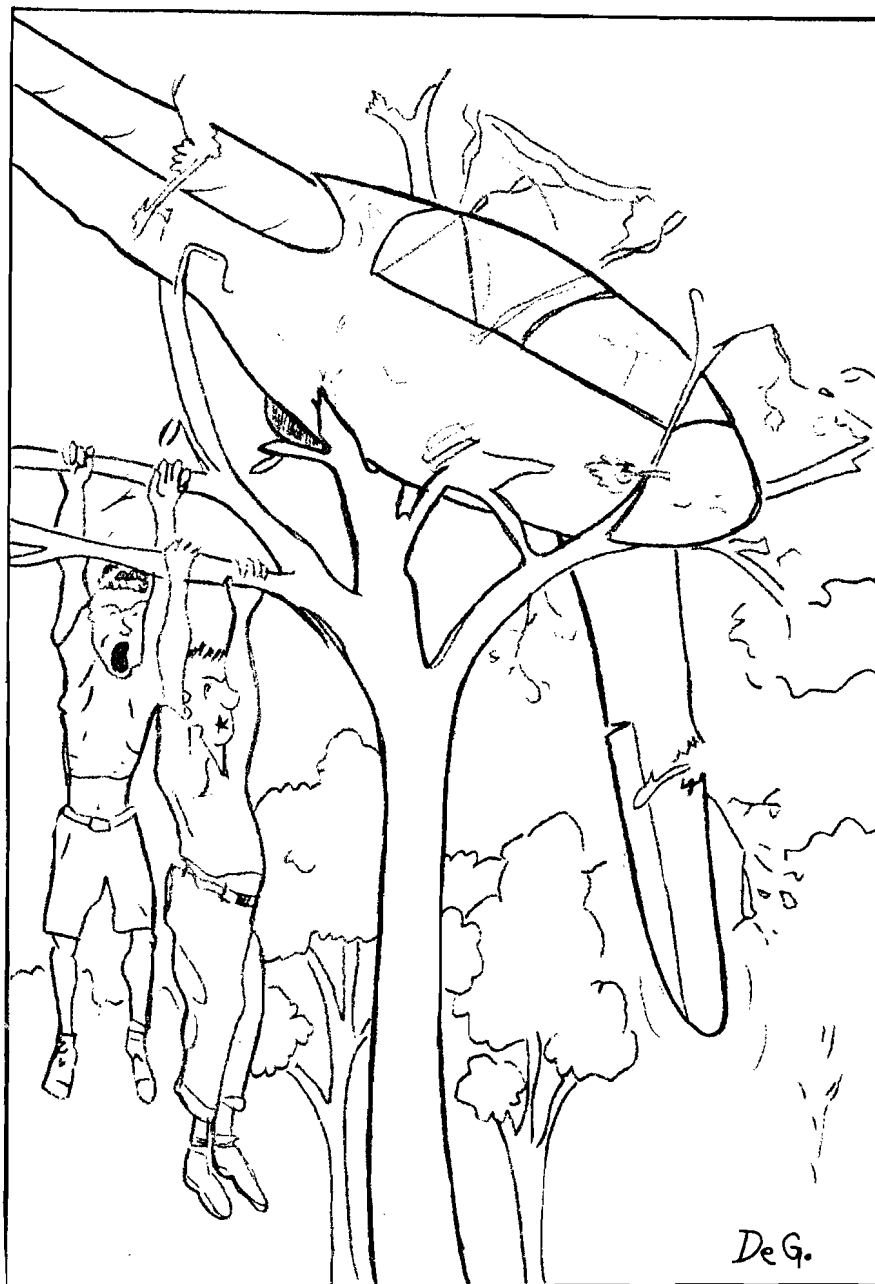
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slightly less restricted than most present foreign Standard Class sailplanes. This is an interim requirement on the low side of what may well be more severe international requirements in the future.

Even so, most of the sailplanes which competed in the 1958 "15 Meter Class" will not meet these new requirements unless the effectiveness of the speed brakes are improved. It is recognized that this will result in a reduced number of entries in the Standard Class this year.

The Contest Board will be required to certify each Standard Class aircraft before it will be accepted for entry in that class. For those who plan to enter in this class, it would be a good idea to make the simple measurements and checks required before coming to the Contest. These should be presented to the contest official who will certify the aircraft to simplify the procedure.

If for any reason, a sailplane that is accepted as a Standard Class sailplane in a foreign country does not meet these requirements, the requirements may be waived if this is justified in the opinion of the Contest Board.



Aw'right Genius — What's our Glide ratio from here?

BOOK REVIEW

INTERAVIA magazine reports the publication of a German book "Aerodynamische Profile," by Dr. F. W. Riegels. (Published by R. Oldenbourg, Munich, 1958; 278 pages;

The magazine states further that the last volume (IV) of the "Ergebnisse des Aerodynamische Versuchs austaht zu Göttingen" of the Göttingen Aerodynamic Research Institute was published in 1932, and now, for the first time in 26 years, a comprehensive German - language work dealing with the characteristics of the aircraft wing is again available. This is the work of a man who is a long-standing colleague of Professor Betz (who has himself written the introduction) and who is now Chief of the Department of Aerodynamic Theory at the Göttingen Aerodynamic Research Institute: Dr. Friedrich Wilhelm Riegels.

The main text is divided into ten chapters, dealing with: (1) the nomenclature and airfoil geometry; (2) a description of the research methods employed in various wind tunnels and the correction factors to be applied to the test data; (3) a discussion of force and momentum coefficients; (4) Special problems, e.g., the effects of surface conditions and cavitation; (5) a description of the arrangement of flaps on the airfoil; (6) methods of boundary layer control (by suction or blowing); (7 to 10) the principal theories for the calculation of airfoil pressure distribution in incompressible flow, the calculation of boundary layers, etc., and finally compressible flow at sub-, trans-, and supersonic speeds. Each chapter has detailed explanatory diagrams.

The main text is followed by a 76-page section of tables with geometry and aerodynamic data for *all* the Göttingen, DVL and NACA airfoils, finally the tables include a far-reaching "catalogue" of theoretical and experimental results. Particular mention must be made of the fact that this work not only embraces the most important of the non-German literature published in recent years, but also includes the hitherto *unpublished* results of German work in this field over the period 1933 to 1945.

—GUENTER STEUER