

1959 SSA TECHNICAL SYMPOSIUM

by BRUCE H. CARMICHAEL, *Symposium Chairman*

An SSA sponsored Technical Symposium on Soaring was held on September 12th at the Institute of Aeronautical Sciences building in Los Angeles. The meeting was attended by 90 people, the majority of whom were sailplane pilots and/or designers. In addition to local SSA members, a large contingent arrived from San Diego. Fred Matteson flew down from Palo Alto to represent the Northern California group. Lecturers came from great distances, with Dr. August Raspet, his son David, and Dez Gyorgyfalvy flying by Navion from Mississippi State College. Bernard Paiewonsky of Princeton, New Jersey, set the distance record by flying from Geneva, Switzerland, where he had been on business.

The meeting was opened with a welcoming address by SSA President, Dr. Harner Selvidge. A total of eight papers were presented with informal discussion following each lecture. Prepared commentary followed papers 1 and 6. All papers given at the symposium will be published in *SOARING* magazine starting with this issue. Publication of lecture number 3 will be delayed for some time to allow further extension of the work reported at the symposium.

The lectures in order of their presentation were:

1. "The Handling Characteristics of Sailplanes." By Bernard Paiewonsky — Aeronautical Research Associates of Princeton, N.J. Prepared comments by Henry R. Jex (well known aerodynamicist and stability and control specialist with Systems Technology, Inc.) of Los Angeles, Calif.

2. "Sandwich Construction with Resin Reinforced Fiberglass and Balsawood." By H. Naegele, R. Eppler, and H. Langer — Stuttgart, Germany. Translated and presented by Guenter Steuer—Space Recovery Systems, Manhattan Beach, California.

3. "The Phoenix as a Solution to Optimum Cross-Country Soaring." By Dr. August Raspet — Head, and Dez Gyorgyfalvy — Project Engineer, Aerophysics Department, Mississippi State College. Presented by Dr. Raspet.

4. "Sailplane Airworthiness Requirements." By John Graves — Del Mar Engineering, Santa Monica, California.

5. "Flight Research on the HP-8 Sailplane." By H. Marshall Claybourn, Sr. — Cessna Aircraft, Wichita, Kansas. Presented by Symposium Chairman B. H. Carmichael — Aeronutronic Division, Ford Motor Company, Palos Verdes Estates, California.

6. "Some Thoughts on New Approaches to Soaring." By Dr. August Raspet — Head, Aerophysics Department, Mississippi State College. Prepared comments by Dr. Paul B. MacCready, Jr., past National and International Soaring Champion and Professional Meteorologist of Pasadena, California.

7. "Ceconite, A New Covering Material." By Bob Forker, Los Angeles, California.

8. "The MotorSpatz, A New German Motorglider." By Mr. Sanger.

Before presenting paper number 3, Dr. August Raspet introduced his colleague, Dez Gyorgyfalvy, former member of the Hungarian Academy of Science who escaped to this country following participation in the Revolution. Dez is a most charming, enthusiastic, and hard working individual. The technical and scientific phases of soaring in America are certain to gain from Hungary's loss.

In the course of the discussion following Bernard Paiewonsky's paper on Handling Characteristics, Fred Matteson gave a brief description of the design features of his new M-1 sailplane which led to its very delightful handling characteristics. It is to be hoped that the SSA will be treated to further lectures and papers by this most competent Hiller Aero Engineer.

Ray Parker's new 50 foot span sailplane was on display at the meeting. This all-wood, high-performance machine was fortunately still in the construction stage so that the delegates could observe many of the details of Ray's matchless perfection in woodwork. The graceful lines of the fuselage and tee tail, the fiberglass nose skins, and multi-laminated 12 g ultimate load factor spars brought

many admiring comments from the delegates.

Some of the immediate benefits of the symposium include:

1. Presentation of a challenge to sailplane designers to attempt another large gain in sailplane performance and utility through bold and imaginative thinking in addition to the slow evolutionary method.

2. Several good technical papers are now available for publication in *SOARING* magazine and also as an American contribution to *OSTIV* through publication in *SWISS AERO REVIEW*.

3. An effort was started to provide an engineering advisory group for sailplane constructors in need of technical advice. Two engineers attending the symposium (Jack Stephenson, 9511 Ingleport Ave., L.A. 45, and John Wordin, 1627 N. Laurel Ave., Apt. 7, L.A. 46) volunteered to help on such a committee.

It is the hope of the Symposium Chairman and those who contributed to this meeting that each paper given here will inspire additional work by others in the SSA and that such meetings throughout the country will become a frequent activity of the soaring movement.

NAA ANNUAL MEETING PLANS

The 1959 annual meeting of the National Aeronautic Association is scheduled to be held in New York City on Monday and Tuesday, November 16th and 17th. The first session will get under way at 2:30 PM on the 16th at the Belmont Plaza Hotel. The second session will begin at 10:00 AM on the 17th.

SSA members are invited to attend the meetings since SSA is one of the major affiliates of NAA. There will be no registration fee or admission charge.

Many members of the NAA delegation to the recent FAI Conference in Moscow are expected to attend and give reports on Conference activities as well as show their slides and movies taken while in Russia. Also on the agenda for the meeting is the election of eleven new Directors. The annual dinner will be held at 8:00 PM on Tuesday the 17th.

Here is a chance to find out how NAA works. As the National Aero Club of the United States, NAA is the representative of the FAI (the international governing body for sporting aviation) in this country and should be understood and appreciated by every SSA member.