

almost seems that they must be strut braced.

The longitudinal static stability was checked qualitatively by noting the stick forces and position change required to fly at various airspeeds. The stability was found to be somewhat low but again adequate for the class of sailplane. Next, the sailplane was trimmed to 60 mph and then the controls were released completely to check its hands off flight characteristics. There appeared to be little or no oscillation in pitch but the ship took very little time to start a spiral dive windup with the airspeed increasing at an amazing rate. When tried a second time a similar spiral in the opposite direction resulted. This is usually characteristic of the static directional stability derivative being high in proportion to its effective dihedral but is not serious unless it is desired that the sailplane should be able to fly itself without any aid from the pilot. Although some designs, such as the Minimoa, are reputed to be capable of flying themselves hands off indefinitely, no sailplane ever tested by the author would ever do this for more than a minute or two without winding up in a spiral dive. The Sisu just took less time to arrive in the spiral dive than most.

When the Sisu is placed in a shallow dive, its airspeed picks up very rapidly and gives one the impression that it would not be difficult to fly 600 miles or set a triangular course record. All in all, the Sisu is a well-designed and built thoroughbred sailplane of extraordinarily high performance. It is well adapted to the strong thermals found in the southwestern part of the United States and is quite capable of holding speed and distance records. Its wing loading is too high to allow it to perform well in small thermals but even in the eastern part of the country there are many days on which it would do very well. While its climb performance is superior to the Jenny Mae and Aadastra I, it is not up with the more lightly loaded RJ-5 or Schweizer 1-23 series sailplanes.

ANY NEW CLUBS?

SSA would like to learn of any new soaring clubs that have come into existence since the 1960 SSA Soaring Directory was published so information about them may be included in the 1961 edition of the Directory which will go to press in the near future. Questionnaires have been mailed to all known clubs.

CVSM NEWS

by WILLIAM S. IVANS, JR., U.S. Representative on CVSM

The principle topic at the November 26-27, 1960, CVSM (FAI Gliding Committee) meeting in Paris was the selection of a site for the 1962 World Championships. Dr. Selvidge has reported on these discussions in the January, 1961, issue of *Soaring*. Briefly, no bids were on hand, and the subject was put off until April, 1961, at which time the contest will be awarded or postponed to 1963 if no satisfactory bids are received.

Other items receiving attention were several proposed rule changes.

The British Gliding Association proposed that barographs used for FAI badge certification need be officially calibrated only within the 12 months prior or immediately following rather than immediately following the badge flight as is now required. This proposal was passed after a brief debate.

The SSA proposed an amendment to World competition rules which would assure competition on equal terms between Standard Class and Open Class sailplanes, and give pilots of Standard Class machines the chance to win the unrestricted World Championship. After considerable debate, this subject was deferred to the April meeting, at which time a slightly revised U.S. proposal will be made.

The German Aero Club proposed a World competition rule change which would require that two pilots fly at least 100 km. rather than the present 50 km. as one of the minimum requirements for a contest day. On task days, this distance would

be point scoring distance; that is, actual distance flown minus any off-course penalty. This proposal passed.

The USSR proposed four additional categories of World speed records: 400 and 500 kilometer triangles and 300 and 500 kilometer straight line courses. Action on this was deferred in view of a previous agreement that no World record rule or category change be considered until 1962.

The resignation of Captain Ralph Barnaby from his position as U.S. member and Vice-President of the CVSM was received with sincere regret by the officers and members of this group. Many warm-hearted expressions of personal admiration for Ralph and appreciation for his committee services were expressed during the meeting and in private discussions.

CORRECTION TO TRAILER CONNECTIONS ARTICLE

A contradiction in the article "Uniform Trailer Connections," which appeared in the February issue of *Soaring*, has been discovered. The illustration shows the *plug* on the car but the recommendation is to have the *socket* on the source of power, as mentioned in the text. With the small pin of the plug on the bottom, the pin on the right of the car/trailer combination serves the right turn signal and the pin on the left serves the left signal.

Another source of the recommended four-wire connector has been discovered, Sears' Allstate No. 5869, for 98c.



Photo by Dr. Harner Selvidge

Some of the noteworthy international personalities in attendance during the November CVSM meeting; from L to R: Philip A. Wills, a Vice President of CVSM (England); M. M. Gehriger, President of CVSM (Switzerland); H. R. Gillman, Director General of FAI; R. Cartier, Secretary of CVSM (France); and L. A. de Lange, President of OSTIV.