

many. To my knowledge this profile has not been used on any aircraft. The fact that it has not been used could present problems.

To obtain high aerodynamic efficiency a major effort has been made on the wing-fuselage junction. Being aware that pressure distribution problems in this area should be a very important aspect on all new designs, a very careful layout for the fillets was performed.

The aerodynamic reasons for selecting the T tail configuration are that the horizontal stabilizer should be flying in relatively clean air throughout the performance range. Because of this it is considered to be of much higher efficiency, therefore a smaller span can be used for any given wing span. It also serves as an end plate for the vertical stabilizer making it and the rudder more efficient. If a conventional stabilizer had been used, the horizontal stabilizer would have required enough additional area to cause the unit to be built as a removable section. As mentioned before, the horizontal stabilizer was, from the first, intended to be an integral part of the empennage structure.

Whether or not the detrimental aspects of the T tail will cause any modification on this design will be determined only after the sailplane has gone through a reasonable sequence of tests. Anticipating the question of, "The T tail is detrimental in what respect?" — I will state that the most severe condition on this sailplane would be a vicious ground loop with the tail skid digging in at termination of motion. The approximate weight of the horizontal tail is 13 pounds. Coming to a sudden stop, this mass would create a severe torsional load on the fuselage.

A complete set of specifications for this sailplane are given in a separate table.

9TH OSTIV CONGRESS CALL FOR TECHNICAL PAPERS

The time and place of the next World Gliding Championships was announced after the CVSM Meeting in Paris on November 25, 1961. The host country will be Argentina and the time, February, 1963. This, therefore, becomes the place and time for the 9th OSTIV Congress.

The four general groupings for OSTIV papers are: (a) Aerodynamics, Structures, Design; (b) Airworthiness; (c) Instruments and Equipment; and (d) Maintenance.

Maintenance. In order that preparations may proceed in an orderly manner, the following timetable has been established:

1. Titles of Papers — Submit by March 1, 1962.

2. Summaries of Papers — Submit by September 1, 1962.

3. Final Paper, essentially as it will be given — Submit by November 1, 1962.

The reason for step 3 is to have preprints of papers available at the time of the presentation. It will also insure maximum discussion of each paper by permitting OSTIV members to prepare remarks in advance.

All technical papers to be given at the 9th OSTIV Congress are subject to review and acceptance by the Technical Committee. The salient reason for this requirement is to insure that papers are well prepared, have valid subject matter and that figures and illustrations are suitable for publishing in the OSTIV Section of the Swiss *Aero Review*. It has been a real struggle in the past to get authors, after having presented a paper at an OSTIV Congress, to re-submit the material in a form suitable for publication. It is hoped that this problem can be eliminated in the future.

It will have been three years between OSTIV Congresses, years of many advances in the technical aspects of gliding and soaring. There should be many new ideas and developments worthy of putting into print so that all can benefit from the information. All authors, contemplating the preparation of technical papers for the 9th OSTIV Congress in Argentina, are requested to submit titles as soon as possible to:

Floyd J. Sweet, Chairman
OSTIV Technical Section
5649 Massachusetts Avenue
Falls Church, Virginia

A subsequent article will be presented here giving helpful information on how to prepare effective illustrations for technical papers.

GLIDER INSTRUCTOR COURSES

In 1962 West Texas Soaring, Odessa, Texas, will run two glider instructor courses. This will greatly benefit all those who attend. It will be run by Brian Masters who has been instructing in gliding for 12 years in many parts of the world, was on the British BGA Instructors' panel and is now on the SSA Instructors' panel. He has over 15,000 flights in gliders and 1,800 hours.

Course No. 1 — Mar. 19th to 23rd.

Course No. 2 — Sept. 3rd to 7th.

The course is open to all glider pilots wishing to become instructors in gliding. It will consist of a week's concentrated dual and solo flying and ground lectures, all pointing toward good teaching in the art of gliding and soaring.

If the pilot wishes, he may take the FAA Instructors' test after the course, but must first have the written FAA test completed.

The aim of the course is to give instructors and pilots a good ground and air knowledge of glider training, which they will have after taking this course.

The course is being offered at the very low cost of \$150. The maximum number in a course is five. If more pilots wish to take the course, more dates will be opened up. For further information, write to West Texas Soaring, 1703 W. Crescent Dr., Odessa, Texas.



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