

Letters

Abroad With the Team

Dear Lloyd:

We are all back in the U.S.A., as you know, trying to shore up our crumbling empires after a month's absence (in Argentina). My first strong realization of being a foreigner there came when I telephoned in our hotel at Buenos Aires. I called for my roommate, John Ryan, who was in the restaurant downstairs. The telephone was answered by the bartender in an adjoining room. I said, "Please let me speak with John Ryan." Bartender, "Como?" (What?). I said, "John Ryan, Please." After a long pause, Bartender, "No John Ryan . . . Johnny Walker, Haig & Haig . . . no John Ryan!" I said, "Gracias."

GALE ABELS

1226 Pennsylvania, Boulder, Colo.

Covering Material

Dear Lloyd:

My Baby Bowlus is recovered with dacron and looks like a million. I expect to get it relicensed this week.

SSA members recovering their sailplanes will be interested in using dacron. This fabric is cemented on, using Good-year Pliobond cement, and shrunk to perfect tautness using a flatiron. Life expectancy is twenty years.

Dacron pattern number 15,004/1 is available in 42-inch width from Stern and Stern Textiles, Inc., Huguet Fabrics Division, Hornell, N.Y. It has 105 threads to the inch making it the finest dacron available. Tensile strength is 80 lbs./in.—glider requirements are 40 lbs./in. It weighs 2.22 oz./sq. yd. and costs \$1.41/yd.

Gene Grieshaber

1730 N. Wedgewood Dr. W., Elm Grove, Wisconsin.

The Thermal Index

Dear Lloyd:

I should like to say how interested I was in the article by Harry Higgins (*Soaring*: January, 1963, pp. 8-10), and as a result I have already begun keeping records of the adiabatic vs. observed (RAOB) temperature readings for the San Francisco Bay area up to 10,000', and including dew points and wind velocities aloft on the graphs. These are being compared on a day-to-day basis with the observed conditions. If this system does indeed prove to be reliable, we can couple our readings with those out of Santa Maria and Los Angeles for any given day to determine if Gold or even Diamond distance attempts are feasible for us.

DONALD W. AITKEN, JR.

20100 Skyline Blvd., Woodside, Calif.

Antivortex Propellers

Sirs:

The nature of the aerodynamic losses at the wing tip are such that just about any idea intended to minimize them is worth consideration. When it comes to contra-rotating, free-wheeling wing-tip propellers, however, I'm afraid many a sailplane pilot is going to balk.

But before dismissing such an idea as impractical, let's remember Zimmerman. While employed at NACA in the early

Calendar

Items listed in bold face type are to be sanctioned by SSA.

May 18-20. Pendleton Soaring Contest; May 21-26, Soaring Camp. Gatineau Gliding Club, Box 883, Ottawa, Ont., Canada.

May 18-20. 2nd Annual Red Deer Soaring Meet, Big Bend Airport, 5 mi. W. of Innisfail, Alta.

May 25, 26 and June 8, 9. Northeast States Soaring Contest, Wurtsboro, N. Y., and Ballston Spa, N. Y., Airports.

May 25, 26, 30, June 1, 2. CBSA Memorial Day Soaring Contest, Vista Field, Kennewick, Wash.

May 25—June 3. British National Soaring Championships, Lasham.

May 30-June 2. Mid-Atlantic Regional Soaring Meet, Westminster, Md., Airport.

May 30-June 2. 15th Annual Wright Memorial Glider Meet, Richmond, Ind., Municipal Airport.

May 30-June 2. Soaring Meet, Elsinore, Calif. Sponsor: SCSA.

May 30-June 2. 2nd Annual Wisconsin Soaring Meet, Watertown, Wis., Airport.

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Thirties, Charles H. Zimmerman experimented with low aspect ratio wings. He was particularly struck by the spill of air around the tip, from lower to upper surface, and in 1936 he patented the idea of using airscrews, revolving in opposite directions, at the outer front edges of the wing in order to control this spill. The account of this which I read states that "the effective gain is about equal to that of increasing the aspect ratio four times."

Some years later, under a Navy contract, the Chance-Vought V-173 "Flying Pancake" was built and flown embodying Zimmerman's discovery. Despite its 1:1 aspect ratio it was quite a remarkable aircraft and had, among other things, a high to low speed range of 30 to 150 mph.

It is just possible that this idea could be adapted to the sailplane. A small, free-wheeling prop at the leading edge, driven by the air stream, would create a propwash designed to dampen the tip vortex. Blades could be of rubber, or easily replaceable in order to get around the problem of ground damage. And of course as soon as you started moving the blades would rotate and become largely invisible. Then even your best friends wouldn't know that you had propellers on your sailplane.

Richard Miller

Box 293, Teaneck, N.J.

June 1-2. Soaring Contest, Tri-Cities Airport, Endicott, N. Y.

June 15-16. 1-26 Regatta, Tehachapi, Calif., Airport. Sponsored by Holiday Soaring School.

June 16. Bill Sweet's National Air Show with soaring demonstrations and sailplane aerobatics added. 1:00 P.M. TSA Gliderport, 6 mi. S. of Grand Prairie, Tex.

June 21-23. 15th Midwest Soaring Meet, Dick Schreder Airport, Bryan, Ohio (10 mi. S. of Ohio Turnpike Interchange #2.

July 2-12. 30th Annual U.S. National Soaring Championships, Harris Hill, Elmira, N. Y.

July 4-7. Annual Buena Vista, Colo., Soaring Expedition. Contact Dave Johnson, 625 Berglund Rd., Rte. 1, Colorado Springs, Colo.

July 12. SSA Directors' Meeting, Elmira, N.Y.

July 16-25. Canadian National Soaring Championships, Hawkesbury, Ontario, Airport.

July 20—Aug. 4. Soaring Record Camp, El Mirage Field, Calif.

July 22-26. Northwest Regional Soaring Contest, Sun Valley, Idaho.

July 30-Aug. 4. 11th Annual EAA Fly-In, Rockford, Ill., Municipal Airport.

Aug. 29-Sept. 1. 4th Illini Soaring Meet (Regional Championships), U of I—Willard Airport, Savoy, Ill.

To obtain SSA sanction for a soaring competition or meet, obtain application forms and instructions from Sterling V. Starr, Chairman, SSA Contest Board, 820 Gage Dr., San Diego 6, Calif. Submit application form to the same address with \$25 fee (\$10 for SSA Chapters).

15th Canadian National Soaring Championships

Hawkesbury Airfield, Ontario
July 16-25, 1963

If, for any reason, you are unable to enter the U.S. Nationals, or you have plenty of vacation left over, why not enter the Canadian Championships?

If you are interested, send for full details.

**Contest Director
Montreal Soaring Council
P.O. Box 1082, St. Laurent
Montreal 9, P.Q., Canada**