

Long Soaring Flights

Information received by SSA indicates that the following soaring flights of over 150 miles have been made in the recent past.

July 11; Fred Robinson; 201 mi.; from El Mirage Field to near Bishop, Calif.; 1-26; 7:30 hr.; to claim Gold dist. and completion of Gold badge.

July 11; Earnest Stattuck; 226 mi.; from El Mirage Field to north of Bishop, Calif.; TG-2; 7:50 hr.; to claim Gold dist. and completion of Gold badge.

July 11; George Squillario; 190 mi.; from New Castle to Farmville, Va., and return; Ka-6CR; 6:22 hr.; to claim Dia. goal, Gold dist., and completion of Gold Badge.

May 2; Robert Wasley; 185 mi.; from Livermore to Porterville, Calif.; 1-26; 6:10 hr.; to claim Silver distance and completion of Silver badge.

July 31; Alex Aldott; 465 mi.; from Odessa, Texas, to Leoti, Kansas; Prue Super Standard.

July 15; John Baird; 178.5 mi.; from Hailey, Idaho, to Twin Bridges, Mont.; 1-23H; 6:15 hr.; to claim Silver distance and completion of Silver badge.

July 11; Harold Huber; 190 mi.; El Mirage Field to Twentynine Palms, Calif., and return; Ka-6CR; 6:35 hr.; to claim Dia. goal, Gold dist. and completion of Gold badge.

July 20; Don Steele; 192 mi.; from

Hereford, Texas, to Liberal, Kansas; 1-26; 5:10 hr.; to claim Dia. goal, Gold dist. and completion of Gold badge.

July 4; Bill Sparks; 219 mi.; from Adrian, Mich., to Scioto Co. Airport, Ohio; 1-23H; 4:55 hr.; to claim Dia. goal and Gold dist.

July 11; William Smull; 200 mi.; from Colo. Springs, Colo., to Texline, Texas; 1-26; 5:50 hr.; to claim Gold dist.

July 3; Charles Shannon; 211 mi.; triangle from Grand Prairie, Texas; P-R; 6:59 hr.; to claim Dia. goal and Gold dist.

July 11; J. Bouldin Frantz; 190 mi.; from New Castle to Farmville, Va., and return; Ka-6CR; 5:15 hr.; to claim Dia. goal and Gold dist.

July 18; Rodney Smith; 197 mi.; from Marfa to Denver City, Texas; Elfe PM-3; 6:55 hr.; to claim Dia. goal and Gold dist.

July 18; Edward Manning; 163 mi.; from Grand Prairie to Abilene, Texas; L-Spatz-55; 6:24 hr.; to claim Silver distance and duration.

June 29; George Bromley; 208 mi.; from San Angelo to McCamey, Texas, and return; L-Spatz-55; 7:15 hr.; to claim Dia. goal and Gold dist.

July 24; Walter Cannon; 350 mi.; from Marfa, Texas, to Tucumcari, N.M.; 1-23H-15; 6:35 hr.; to claim Dia. dist.

July 19; Glenn Williams, M.D.; 194 mi.; from Marfa to Pyote, Texas, and return; Std. Austria; 6:10 hr.; to claim Dia. goal, Gold dist. and completion of Gold badge.

Letters

Airfoil Sections

Dear Alex Dawydoff:

I read, with great interest, the article of Mr. Briegleb, Comparison Testing the BG-12 in the April issue of Soaring. I really got stung on a very sore spot when reading the paragraph about the laminar sections.

I wish to cite an incident which happened a couple of years ago. Busily leafing through a notebook at a library belonging to a large aircraft factory, I was comparing the 4400 and the 4400R sections or rather the ordinates, when someone tapped me on the shoulder asking whether I found something interesting. My face became red as a beet, because I was not supposed to investigate sections, but nevertheless got the guts to ask why the trailing edge was reflexed on the 4400 Series. I was told that in the early war years a lot of fooling around was done with the existing sections in order to lower the drag, but investigations were dropped when NACA developed the modern laminar type airfoils. This also explains why there is no report on the 4400R sections, and what there is in notes, it is very incomplete.

We have to bear in mind though, that the NACA sections were not developed for gliders. In fact very few have been investigated at velocities which apply for sailplanes (below 3 Mill.) "Experts" agree, that at low velocities these sections are inferior when compared to some of the older ones, among them the 4400 series, however at higher speeds they do exhibit a superiority to just about all older sections. This explains the superiority of the BG-12 at lower velocities and the flying away of the Zefir at higher speeds. (Sorry, I can't agree with Mr. Briegleb that the reason for this is the smaller fuselage crosssection. After all the Zefir had the same cross section at the low speeds.)

In all fairness to the 4400R series it ought to be said that it is an excellent airfoil and probably one of the better ones suited for amateur construction, since roughness and waviness do not affect it as much as laminar sections. Besides it is, as we used to say in Europe, a foolproof section, since it does not exhibit an adverse moment around its axis. However, by reflecting the trailing edge beside reducing drag, the lift is also reduced. This perhaps explains why flaps are particular advantageous on the ship.

Now a word about the Sailplane laminar sections. These (Worthmann, Eppler) are truly superior to all the other sections, primarily because they are developed for sailplanes. They do exhibit favorable characteristics at low as well as at high speeds. An example is the Std. Austria which originally had a 65 Series section but was modified with an Eppler section to improve its low speed flight without penalty in the high speed spectrum.

But, like the other laminar sections, great care should be exercised when constructing the wing, and possibly a different approach should be used when designing the wing. For example large box spar (Zefir, Vasama, etc.) or sandwich

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