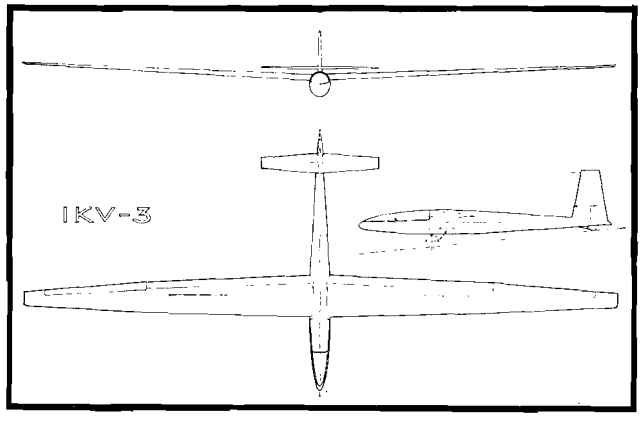
# NEWS NOTES

**MEN AT WORK** The Finns, whose reputation for craftsmanship is second to none, are nearing completion of a new all-wood 18-meter span Open Class sailplane intended for use in the next World Gliding Championships. The IKV-3 is a sleek, shoulder-wing ship (see cut) which uses a Wortmann section (FX62-K-153), flaps and retractable main gear to achieve high performance. The glide angle of the new ship is calculated at 38 to 40 and minimum sink should be on the order of 0.55 m/sec. The prototype, which has been under construction for some time, was scheduled to fly on the first of May.




* * *

**THE FINAL SOLUTION** The principal theme of glider design during the last fifteen-or-so years has been the reduction of drag. Just about everything within the power of designers and builders has been done to improve profiles, reduce wetted area and otherwise assure that the glider will go through the air with a minimum of fuss. The most fruitful area for further gains might now be in the boundry layer. One solution for smoothing out matters in this area is put forth by the **Merix Chemical Company.**

Merix' product is **Seven Mag,** a fluid designed to modify boundry layer effects and claimed to produce speed gains and fuel savings (in powered aircraft) as high as seven percent. People as diverse as hand-launch glider fliers (who claim increased duration), wind-tunnel technicians (who claim higher velocity airflow) and *Comanche* pilots (who claim an increased TAS of 10 mph) have written testimonials to Merix regarding the use of **Seven Mag.**

The solution is supplied in quarts ($25.00) and gallons ($71.60), is non-flammable and harmless to airplane finishes and acrylic paints. It is to be wiped on, dries quickly and is said to withstand several rain cycles. Its effect on icing, which could be significant, is not stated.

One way to give **Seven Mag** a practical field test might be to clean up a glider, apply the solution to one wing, then fly, stick center, in early morning air. Presumably the increased lift and reduced drag on the coated wing would induce a turn in the direction of the uncoated wing.

**THE NOT SO NEW NEWS DEPT.** Events have a habit of occurring for the first time a long time before we think they did. The following extract from **Aircraft** for December 1st, 1934 (recently reprinted in **Australian Gliding**) demonstrates what we mean:

> *One of the events (of the Air Services Display at Laverton) was a demonstration "of a possible method of rescue of light aircraft after engine failure". In this event a Moth flown by S. Ldr. Jones appeared over the aerodrome and went through the motions & sounds of engine failure and then made a spot landing with the airscrew stopped. Fitters whisked off the airscrew in a minute or so, and attached the towline—approximately 300 ft. of 30 cwt. cable—to the airscrew boss with a special quick release fitting.*
>
> *After taking up the slack in the cable, the pilot of the Wapiti towing machine (F.O. G. E. Douglas) took off cautiously and climbed to approximately 3000 ft. in gentle circuits. During the climb, the Moth towed correctly and maintained a position nicely* below *the slipstream of the Wapiti. At an appropriate moment, the Moth pilot cast off the towline and after performing gliding aerobatics came in to make an excellent spot landing.*

* * *

**BRITISH CHAMPIONSHIPS** Unlike competition pilots in America, who get their gliders from all over the world, the British tend to use home-grown machines in their contests. The entry list for the 1966 British Nationals (Lasham Airfield, May 21st to 30th) demonstrates this rather dramatically. Of the 41 entrants in League One, 17 are scheduled to fly *Skylarks* (eight Four's and nine variants of the Three) and 13 to fly *Darts.* Of these *Darts,* incidentally, only one is a 15-meter version and 10 are 17R's. (R equals retractable.) The only sailplanes of foreign manufacture on the list are three K-6's (one E model) and an SHK. Just half the 40 entrants in League Two are scheduled to fly *Skylarks* (a dozen Four's and eight Three's). The *Dart* contingent consists of three 17R's, one non-retractable 17-meter version and two 15-meter models. Foreign-built gliders in the second league consist of seven K-6's, a *Standard Austria* and a *Bocian.*

* * *

**RANDOM GUSTS** Trailers are slowly becoming something more than just a means to haul gliders to and fro. Watch for some very exotic newcomers, one in fiberglass that will knock your eyes out. ★★★ While at the 1965 World Gliding Championships as U.S. Team Meteorologist, **Charles Lindsay** of Alexandria, Va., presented a meteorological paper entitled *Satellite Wave Observations as an Aid to Wave Soaring.* For this paper Lindsay has been awarded an OSTIV Diplom, to be presented at the opening of the next OSTIV Congress. ★★★ The H-301 *Libelle,* which received its Certificate of Airworthiness last August, has since been given the okay for cloud flying. A slight alteration to the fuselage has made it possible to raise the rough-air maximum speed to 175 km/hr. ★★★ In a neat little slip occasioned by his not-quite-perfect English spelling **Rene Comte** recently referred to a well-known cockpit aid as a "speed-to-fly wring". Sigi would have loved that one.