

The Hidalgo, which was flown to ninth place in the Open Class at the German Nationals. (only 1000 total points behind Spaenig in the BS-1) is the result of ten years of development on the part of the Stuttgart Academic Flying Group. One design aim was to keep the empty weight of the 13-meter (42 ft. 8 in.) ship to 100 kilos. At 226 lbs. the glider is only slightly heavier than anticipated. The loaded weight is 419 lbs., the loading 5.55 lbs./sq.ft. Construction is of fiberglass-and-balsa sandwich, major components of which (one wing, one fuselage, half a tail-plane) have been tested to destruction. This gives rise to the hope that the Hidalgo, which first flew in February of this year, might be put into production at some future date.



Akaflieg Stuttgart

the K-6E the second best, and the SF-27 and Phoebus about equal in third place. Under stronger weather conditions, the K-6E would move down in the list. Phoebus pilots report that the machine is more difficult to fly consistently than other Standard Class sailplanes, and this is borne out by the results at Roth. As indicated by the fact that about a quarter of all Phoebus flights were among the best four for the day, the sailplane is capable of very high peak performance. However, the extra points earned by these good flights tended to be lost by poorer ones on other days.

10. None of the K-6BR/CR's ever came within reach of the top on a single contest day. The data are entirely in accordance with the well-established characteristics of the K-6BR/CR, showing it to be considerably better under weaker weather conditions and an extremely reliable machine. However, all references to the K-6 should, from now on, include

the designation CR or E since they are very different machines in their performance capabilities. It can be said that the K-6CR is now obsolete for serious contest work.

11. The performance of the Edelweiss appears to be considerably better than that of the Foka. The Edelweiss excels in weak conditions, while the Foka does somewhat better on stronger days.

So, gentlemen, you have met the debutants. Be on guard or you too might become enamoured like one German soaring pilot who sighed after his first flight in the BS-1, "It was more like dreaming than flying!" . . . (and now he's engaged). We don't want to frighten you, but guess what Hans-Werner Grosse is buying . . .

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TECHNICAL SYMPOSIUM

Five years have elapsed since the last Technical Symposium on soaring during which time great strides have been made both in the U.S.A. and abroad. It is now time to ask such questions as: Where do we go from here? What are the next major improvements in sight? How can we increase the usefulness of the sailplane? and How can we make it possible for more people to enjoy sailplanes?

While the theme of the Symposium should be imaginative and looking toward new concepts where possible, the discipline of some analytical treatment and/or actual experimental results should stand behind each

contribution. While the written papers may go into a reasonable amount of supporting mathematics, the lectures at the symposium must be concise. A clear, physical picture of the subject should be presented and slides or opaque projections should be used. Display material could also be helpful. Each lecture should be limited to 25 minutes with 20 minutes a desired goal. A good rule of thumb is three minutes per slide. You will find that in paring a one-hour lecture down to 20 minutes you will not only be able to retain the important portion, but it will become increasingly clear to you and hence to all of our enthusiastic soaring pilots who may not have acquired the jargon of your particular discipline.

The scope of the Symposium will depend on the response. New trends in sailplane configuration, materials and fabrication techniques are perhaps of interest to the largest number of members with flight techniques and new instrumentation a close second. Meteorology is a broad enough subject for a second symposium, but perhaps one new trends-and-summary type paper will be advisable.

A spring meeting in the Los Angeles area is planned, the exact date to be announced later. This will permit about six months for preparation of the papers. Those who wish to contribute are asked to submit an outline to Bruce Carmichael, 34795 Camino Capistrano, Capistrano Beach, California, ASAP.