



The RSD-O just before establishing the "out and return" record. Pilot Dawydoff, launching equipment Shupack, wingman Raspet.

of us will hold our own contest. Lack of a sailplane did not deter us in the least, did not we have among us sufficient talent and imagination to whip up over night a ship the like of which has never yet graced the end of a tow line? No sooner said than done and next morning found us back on the hill assembling the RSD-O (Raspet-Shupack-Dawydoff) sailplane. Unfortunately, because of war time restrictions, performance of the RSD-O cannot be given out (it is rumored that the Decontamination Branch of the Army is very much interested in it). Photographs and description of the ship appear somewhere in this article. The ship won the contest standing up. Many an interesting flight was made on it by its pilot A. Dawydoff who established a new record with an out and return flight inside the hangar.

Best altitude was reached by Vic Saudek when he soared to the top of the flag-pole on a very turbulent and



Left, Vic Saudek establishing best altitude. Right, Hans Groenhoff climbing a pole thermal.

narrow pole thermal. Hans Groenhoff won second prize for altitude when he followed Vic on the same thermal only to have it peter out just below pilot Saudek's shoe soles. First, second and third design awards went to that pioneering group of hardy individuals A. Raspet, B. Shupack and A. Dawydoff for cooking up the RSD-O.

The contest ended as usual with a feast at the Mark Twain, all attendants acting as speakers. The importance of the event was expressed by Ben Shupack in the closing words of his speech: "This marks another milestone in the progress of motorless flight. Despite hardships and disappointments let no one say that glider pilots lack imagination."

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THE RSD-O SAILPLANE

Span: Arm length.

Wing loading: So light that it can be launched by man power, although slightly less was used during the contest.

Length: Variable.

Aspect ratio: Tremendous.

Weight: In pounds.

All other information restricted. Interesting points of design are: variable tip incidence wing, aileron controls is achieved by appendages located at tip of wing, closely resembling fingers. Pilot sits directly on landing wheel, using the seat of his pants as brake. Jaw type release mechanism assures positive action, in case of failure mechanism can be easily replaced by any fair dentist.

PRIZES

MOAZAGOTL ALTITUDE PRIZE, 1 quart of oxygen without bottle: Vic Saudek.

ATMOSPHERIC TRIALS MAGAZINE PRIZE. 550 Picas: Alexis Dawydoff.

PUNCTURED BELLOWS AWARD. .00001f tele-photolens: Hans Groenhoff.

FOOMITE PRIZE. 3 cardboard aileron hinges: Ben Shupack.

RIDGEFLIT OLD CRANKCASE OIL CO. AWARD. Silver square root of minus one: Gus Raspet.

PORCH GLIDER CO. TROPHY. One inverted Thermal: Mal Schenot.

SPIN-IN MAGAZINE DESIGN TROPHY. Sleeveless straight jacket: Raspet-Shupack-Dawydoff, Low-Sink Aviation Research Corp.



Pilots' Meeting, left to right, seated—Dawydoff, Shupack and Groenhoff; standing—Schenot, Raspet and Saudek.