

An outstanding compilation of papers presented at the
**Fourth International Symposium
On the Science and Technology
Of Low Speed and Motorless Flight**

Feb. 28-29, 1984, in Hartford, Connecticut, USA

More than two dozen papers from the leading investigators in the field on today's state of the art are available from SSA in this 300-page volume. Some examples:

Investigations of Alternative Aircraft By The Aerodynamic Test Vehicle Method: Prof. Michael Schonherr

Life Support for Gliding/Soaring Freeflight at Extreme Altitudes: Bruce Brosi.

High Altitude, Long Endurance Applications for Propeller-Driven Sailplane Configurations: Charles Morris.

History, State of the Art and Outlook for the Future of High Performance Self-Launching Sailplanes: Wilhelm Dirks

Acceleration in Noncircular Thermals: David and Scott Moran

Effect of Wingtip Shape on Climb Performance: Oran W. Nicks

Low Reynolds Number Performance of Airfoils From Wind Tunnel Experiments: Thomas J. Mueller

Studies of Insect Collection Efficiency vs. Airfoil Parameters: R. John Hansman

Wind Tunnel and Flight Test Results on Wing Sections Using Boundary Layer Control: Wilhelm Dirks

The Design of Efficient Propellers For Human Powered Flight: David A. Lednicer

Static Aerolastic Behavior of an Ultralight Aircraft Wing: Stephen Uhl

Total Energy Errors Due to Air-Data Sampling: Peter Newgard

Outline of a Method for the Automated Manufacture of Laminar Wings: Day Chahroudi

Numerical Simulations of Soaring Flights in Lee Waves: Edward Hindman and Terry Clark

The Proceedings of the Symposium are accompanied by a selection of the papers presented to the 1984 Convention of the Soaring Society of America, by experts such as Gerhard Waibel on performance development of the AS-W 20 design, Wilhelm Dirks on high performance sailplanes of the future, Richard H. Johnson on the latest flight test evaluations, and George Moffat on contest-preparing a Nimbus 3. The complete collection is **just \$12.50 US**, so order your copy today! Send check or money order to:

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