

131 Victoria St.,
GRAFTON. N.S.W.
AUSTRALIA.
9th February, 1965

Dear Mr. Rogallo,

Thank you for your letter and enclosures of 23th January. It is nice to see you reaping rewards of so many years of frustrating effort.

The drawings which were forwarded to you were one off for your consideration, and I would appreciate copies. It is not my intention to manufacture this device, as I haven't the finance or facilities. Like yourself my wind tunnel was the local beach, and engineering facilities a $\frac{1}{4}$ " pistol drill.

This is an interesting project on fairly original work, motivated by a life-long passion to fly, and not to go into the ski kite marketing business. Furthermore, such a market would be very limited. Experience has shown that very few people relish flying such a device. Many of our local ski club members who have tried this device, appear to have become petrified with fright once the ski leaves the water and they find themselves high in the air. This usually results in a sudden chest clutching of the bar and just as sudden, a descent into the water. At this point they usually lose interest.

I believe there is some similarity in the performance requirements of the ski wing and the personnel parachute being developed by Ryan.

It could provide a cheap means of making some of the initial aerodynamic tests for this device. Crashing into the drink is a lot safer than a concrete runway, as you will no doubt agree.

There have been some interesting aspects associated with this. If the wing were any larger a certain loss of control would result, I found one of a 15' keel length just too much of a handful. If the wing were smaller than the present 13', the resistance of the human body would prevent the correct gliding speed from being obtained and the landing speed would be far too high. The flare-out speed at the moment, when the ski touches the water, would be a good 25 mph, and average gliding speed 34-38 mph. Even this would be a very high speed to have to touch down on solid earth, with only shoes for landing gear.

I am now trying to squeeze every ounce of efficiency out of the present glider. Trailing edge flutter is my big problem at the moment, and believe I can cure this with time and patience.

Looking forward to hearing from you at an early date, and of any news and views you may have

Yours sincerely,



John W. Dickenson.