

9 Anana Road,
ELANORA. SYDNEY.
N.S.W. AUSTRALIA.
17th January, 1966.

Mr. F. M. Rogallo,
Low-Speed Vehicles Branch
NASA,
Langley Research Centre,
Langley Station,
HAMPTON, VIRGINIA.

Dear Mr. Rogallo,

Thank you for your letter and enclosures
of 17th December last.

I was greatly interested in the research
you are conducting with cylindrical wings, and the
considerable improvement in L/D ratio, and I will
look forward to receiving any further information
you would be so kind as to forward in this regard.

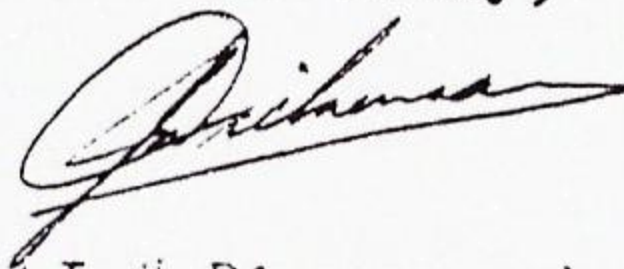
* I recently had the opportunity to fly a
locally made device, similar in many respects to the
sail wing you described in your last letter. I
found it very pleasant and safe to fly, although the
control was somewhat stiffer than the action I
found with the ski-wing. Also the keel size was
one foot shorter, and I felt the resultant air speed
rather high. Well in excess of 45 m.p.h.

I have only built one wing since February
last, and I have not incorporated any new modifica-
tions; and the design remains the same as that which
I forwarded to you last February.

As you have already noted, I have moved from Grafton to Sydney, and I will not have much opportunity for experimentation in the near future.

I will look forward to keeping in touch with you, and take this opportunity to wish you and yours, every happiness in this new year.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Dickenson', with a long, sweeping horizontal stroke extending to the right.

(J.W. Dickenson)

* MIKE BURNS SKI PLANE
OWNED BY JACK MURRAY.