



308 Palo Alto Dr.
7 P.O./Box/608/

VERN CLEMENTS

Jahno #3606-0608//

February 16, 1987

Mr. Robert L. Hall
54 Pine Land Road
Hilton Head Plantation, S.C. 29928

Dear Mr. Hall:

Thank you very much for helping me with my questions to you in the past.

In a few more weeks I should be done with the super-detailed drawing of your 1932 racer.

I am going to give you credit on my drawing, "FOR DESIGNING WHAT IS CONSIDERED THE MOST BEAUTIFUL AIRPLANE EVER DESIGNED". Through the years, many have spoken of your "SPRINGFIELD BULLDOG" in this way. I call it THE RED & BLACK BEAUTY.

I will send you a copy of these new drawings when they are finished.

Question: Did the "BULLDOG" have washout in the wings. Reduced incidence at the wing tips?

NO

If it had washout, do you remember how much?

Premo Galletti, who saw your first test flight, said that torque rolled it left during your first test flight attempt, and you cut power to get it down safely, blowing out the left tire and damaging the left wheel pant.

NO - DON'T THINK SO. IT THE BEST LANDING GEAR OF ANY
Do you think the ailerons were in a stalled out condition, and did not provide lateral-control at low-speed?

POWER

AND I COULD
PROP LT DOWN
FROM 10 FT
HEIGHT VERY
EASILY

Thank you, to a truly great airplane designer.

Sincerely,

Vern Clements
Vern Clements

SENIOR SPORTSTER THIS YEAR BIRBOR

SCALE PLANS: GEE BEE "Z", 2"=1', \$12.00; 1932 GEE BEE R-1, 2"=1', 8 SHTS. DWGS., \$22.00 (BOTH USED BY GRANGER WILLIAMS); GEE BEE R-1, 1 1/2"=1', \$8.00 (1960 CL WINNER); 1932 GEE BEE R-2, 1"=1', \$11.00; MONOCOQUE 110 CLIP-WING, 2"=1', \$11.00; 1940 CULVER CADET, 1"=1', \$8.00; 1932 HALL RACER, 1/2"=1"=13" SPAN, \$4.00.
ALL CONSTRUCTION PARTS PLOTTED ON THESE PLANS OF ESTABLISHED SCALE ACCURACY & DETAIL. ADD YOUR OWN CONTROL SYSTEM FOR FORM OF FLIGHT DESIRED. POSTAGE & HANDLING ADD 10% U.S., 20% FOREIGN, (FIRST CLASS).

ROBERT L. HALL
111 HARRISON AVE APT B-3



On the first flight the ailerons
were rigged so that the up & down
deflections were equal

When attempting a left bank,
the plane rolled to the right

— VERY DISCONCERTING —

We figured out that the down
aileron deflected the whole wing
upward causing the plane to roll the
wrong way

We fixed that by putting extreme
differential in the mechanism so
that the ailerons had no down
motion at all

After that everything was normal
at the ship flew beautifully

REC. 3-2-87 VE