



VERN CLEMENTS, 308 Palo Alto Dr., Caldwell, Idaho 83605, U.S.A.

August 13, 1987

Mr. Robert L. Hall
111 Harrison Ave., B-3
Newport, Rhode Island 02840

Dear Mr. Hall:

Thank you very much for your most welcome March 27, 1987 letter.

I'm happy that you could "find no errors" in my drafting-board presentation of your 1932 SPRINGFIELD BULLDOG Racer. I had so many questions, that you were so generous in answering for me. Thank you again, so much. You said that you were giving the drawing to your son, Eric. If you would like more copies, one for yourself, and your other sons, just let me know, and I'll send them.

A couple of longtime "Aviation Historians" have been writing to me, and doubting the work on my drawing of your BULLDOG. I don't like to bother you, but would you kindly answer a couple more questions for me?

In 1932, had the geometric plotting of ellipses become a general practice? NO

WAS THE WING GEOMETRICALLY PLOTTED FOR ELLIPTICAL PLANFORM? NO

OR, DID YOU ARRIVE AT THE BEAUTIFUL WING SHAPE VISUALLY ONLY? YES

One keeps telling me that I cannot say on my drawing, that the wings have a specified amount of sweepback!, because they are elliptical. I say, hogwash, but have not told him so yet. Yet, he admits that the wing spars have to be swept back 5 degrees to stay within the wing planform! Strangel!

MAY I ASK HOW YOU ARRIVED AT YOUR SPECIFIED SWEEPBACK DEGREES IN THE WINGS?

SIMPLY TO BALANCE THE AIRPLANE
A self-addressed-stamped envelope is enclosed. As always, I look forward to your answers, and THANK YOU, immensely.

Sincerely,

Vern Clements