Hartmut Siegmann's HS 3,0/9,0 and HS 3,4/12,0

The July 1992 issue of *Flug- und Modelltechnik* featured an article by Hartmut Siegmann which described a relatively light weight swept wing tailless design. Mr. Siegmann's goal was to construct an easily transported model which would be able to perform well in both light winds and, with a change of airfoil, flat land thermals.

The result of Mr. Siegmann's work is a constant chord 'wing of 20 cm chord (about eight inches) and 1.5 meter wing span. For slope flying, a 3% section of 9% thickness is used. This gives sufficient lift with the minimum drag necessary for good penetration. A 12% thick 3.4% camber section is used for thermal flying. Twenty degrees of sweep and a moderate amount of twist is all that's needed to provide stability.

The airframe is built of foam and balsa, while paper packing tape serves as the covering material. (Thin balsa sheeting could be used if a more robust structure is desired.) An aluminum tube serves as the wing joiner, and winglets are glued on with five minute epoxy. A streamlined fuselage of sheet balsa completes the 'ship. This is a simple structure which is capable of very good performance. Mr. Siegmann's article included pictures of the completed model flying over the North Sea and in the Alps.

Coordinates for the HS 3.0/9.0 and HS 3.4/12.0 profiles were given in the article. We immediately entered this data into our plotting program, but the HS 3.0/9.0 which was produced showed some obvious flat spots when compared to the HS 3.4/12.0 contour. Some minor manipulations smoothed the profile nicely, and the resulting coordinates for both sections are printed here.

The accompanying chart gives the information you'll need to utilize these sections in your own design.

Section	Camber	Thickness	Zero Lift Angle, $\alpha_{l=0}$	Pitching Moment, C _m
HS 3,0/9,0	3.03%	9.37%	-1.21°	0.00095
HS 3,4/12,0	3.51%	12.02%	-1.26°	0.00001

