

Lidingö 20.6.71. Sweden

Hej Jukka!

It was a while ago we met in Ängelholm, where we did some talking. Here in Sweden we build some autogiros of our own design as you know. Uno Elfving and Helge Svensson are ready to go with theirs. Uno has your rotorblades but have not flown so many minutes with them yet as I know, Helge Svensson has flown about 30 hours with his (SE-HXB which was at the display in Ängelholm). Near Ängelholm in Skåne two guys build one each of the Bensen design. Myself I'm building one equal to SE-HXB and it is finished to 70%. At our swedich modification of the Bensen design we only kept tail surfaces, main tubings (beefed up to 4mm from original 3,2) and engine mount for McCulloch engine.

After your very interesting article in Sport Aviation an W.O.T I believe we have to build a new tail assembly. My friend Börje Burlin, who have been i U.S.A. for 5 weeks and met Louis Dowarry, who really appreciated and send his best regards to you with him. We both are convince into the necessity of making a horizontal tail surface

and we would know your opinion of how large and how long moment arms to CG will be necessary².

Your new V-tail, will you please give us your experience from it and the speed you maximum have used during the tests.

Do you have the opportunity to make some for us. If not would you give us an idea about how you would like to see a U-tail design?

When I now soon am ready to go with my autogyro SE-HXE, I would like to have a good tail assembly from the beginning. I feel it is bad game of Benven not to have made this improvement long ago.

I hope you will give me your answer very soon and I promise to bring the message to all builders here in Sweden for their information and safety. We would like to see you sometime in Sweden!

With kindly regards
Staffan Ekström

My adress

Ing. Staffan Ekström
Kolmårdsvägen 65
S-181 64 Lidingö
Suede

95. 6. 71