**Wayne Blackler On applying sailplane seals.**

I spent good time looking at sailplane seals in an effort to keep air laminar as far back as possible on the airframe. I use a variety there for different applications. Areas like nose panel, canard, nose doors, wing/strake joints etc etc). Then I swung over to addressing additional leaks where there’s a pressure drop across a gap or joint (think cowl BL23 top and bottom, ailerons, rudders, wheelpants etc). At that point I did/tried a swag of other special aero seals (elevators, aileron lower gaps) - these are dangerous areas to address and with elevators mind still have a gap at specific elevator down deflections.

Seals are highly underrated by the drag reduction crowd.. there’s a point where the obvious gains are done and people are still faster, right? Here is a great candidate.