

LETTERS TO THE EDITOR

DEAR EDITOR:

The question of an entrance fee for gliders at the various contests of ours ought to be a good subject for discussion when the downdrafts are strong.

Once upon a time before World War II there were no entrance fees, even at a national contest. Now I learn that the glider entrance fee for the 19th National Contest is \$15.

Why should there be entrance fees? Well here are some opinions; (1) To prove that the pilot is a serious contestant; (2) To keep out those who come to fool around and (3) Help pay the expenses of the contest.

Reasons 1 and 2 could be accomplished the way it used to be done long ago, a Silver C is the minimum performance requirement. Or a nominal \$5 fee.

Reason 3 is absurd when talking about the national contest. There is some validity in local affairs when pilot funds are the only funds. But a national contest is a big scale affair which cannot be run unless the sponsor has thousands of dollars!

If the sponsoring organization is so poor that the fees collected from fifty-odd pilots is the difference between being able or not being able to meet the expenses of a national then the S.S.A. has the national contest on the edge of a stall.

This matter of an entrance fee has never been a formal policy decision of the S.S.A. But when a contest is awarded on the basis of amongst other things the financial ability of the sponsor and then the sponsor ups the entrance fee it is time the S.S.A. takes notice and does something. Especially when the sponsors, using glider pilots as the drawing card, try to make a profit on the side shows.

Thermally,
BEN SHUPACK.

Dear Eugart:

About the recent West Coast Championship contest:

I was rather disappointed in the attitude of S.C.S.A. who at a late date decided to have only a contest for pilots with no spectator or public participation. This contest might as well have been a two week-end affair since only three or four pilots attended several days during the week.

While the general aspect of this contest was not up to the standards of even our early Arvin contests which you participated in, several excellent flights were made, namely, Betsy Woodward and Anna Saudek's new feminine two-place goal flight record (International) to Las Vegas; Paul Bikle's flight to southern Utah; two Diamond C goal flights to Bishop by Herman Stigmeier and Dave Boone. Bill Ivans did an excellent job with goal and return flight to Inyokern and a long flight to the Nevada-Arizona border.

After seeing this purely pilot's contest and the resulting small turn out of pilots I am convinced that if

future Championship regional meets are to be held in this area, we must consider the public and offer some type of point award system or other prizes to entice the pilots to such a contest. I feel strongly about the lack of youth in soaring and it certainly was lacking during this last affair. Only through cooperation with the public, press and radio, are we going to interest new members in the soaring fraternity and I believe this is one of the musts for a Championship contest. Pilots can get together any time they like for week-end meets but when we attach the name Championship to such meets, the meet should be of Championship calibre, something that we can all be proud of.

Hoping to see you very soon we remain

Sincerely,
GUS and ANNE BRIEGLEB.

San Diego, Calif.

DEAR EUGART:

I am awfully sorry that I have not had a chance to gather the material on the Lillienthal Medal which you requested by letter last month. I am still not able to furnish exact details as to just how the award was issued, who the contenders were, etc. since I learned of it myself in a rather round-about-way. Since it is not, as you say, a matter of current interest, I will try to work up a chronological history of the events leading to the presentation of the Medal by Jack Northrop and I expect to forward a photograph of the medal along with the story in case it might fit in with your publication plans. It is a very handsome medal, and gives forth with a satisfying ring when hit with a hard object.

I flew during the week-end portions of the recent West Coast meet. Outside of some very interesting and enjoyable flights, the outstanding thing about the West Coast meet for me was the retrieving, performed with the aid of two-way VHF radio link between my ship and car. The radio communication was consistently good throughout the five days that I flew and the average retrieving time—that is time between my landing, either at an air field or a dry lake or along side the road and the time of arrival of my crew—was approximately zero. On my longest flight, some 250 miles, my crew was waiting for me at the Mesquite, Nevada airport some half-hour before I landed. They also got to me within minutes after my landings during the remaining four days that I flew. Bud Yenny was my crew chief during the contest and really did a remarkable job of keeping track of me, etc. Last Sunday I flew at Elsinore, or rather, I took my 1-23 to Elsinore; Bud flew it all afternoon, getting in some good soaring flights.

I hope to see you at the Nationals in Texas.

Best regards,
W. S. IVANS, JR.

237 Queen's Dr.
Weston, Ont.
31-March-'52

DEAR EDITOR:

I think you did a very good job of Wing Profiles Part II and I look forward to sending you a third installment in a few weeks.

One of your correspondents requests an easy method of calculating glider-tug take-off performance. In SOARING for Nov.-Dec., 1947 I wrote an article on this. It's a little more involved than your correspondent would like probably, but I know of no satisfactory short-cuts!

Yours sincerely,
DICK HISCOCKS

Selling Your Surplus Glider?

YOU'LL FIND SOARING
YOUR BEST MEDIUM
Send In Your Ad Today

Classified Advertising

5c per word, \$1.50 minimum
Please send payment with ad

WANTED: One used two-place utility or other glider with instruments. Send full particulars, price and location to—D. A. Thomson, 2317 Garnet St., Regina, Saskatchewan, Canada.

SCHWEIZER PARTS FOR SALE: Will sell TG3A fuselage, starboard wing, empennage and trailer, all in excellent condition, separately or together. Frank Dashwood, 3836 Neville Street, South Burnaby, B.C., Canada.

WANTED: Hutter H-17 Plans. Also BG-6 plans or parts. Or what have you in utility parts? Also want rear rudder pedals for LK. Jack Perine, 13116 Midway Ave., Rockville, Md.

WANTED: To complete volumes—Issues of "Soaring" as follows: July-August, 1941; March-April, 1942; July-August, 1945. G. A. Downsbrough, Boonton Radio Corp, Boonton, N.J.

WANTED: 3 back issues of "Soaring": March, 1937; May, 1939; and Aug.-Sept., 1940. Fritz Compton, Rt. 4, Box 588, Miami 43, Florida.

Selling Your Surplus Glider?

YOU'LL FIND SOARING
YOUR BEST MEDIUM
Send In Your Ad Today