

Soaring Readers Write

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New South Wales

"Throughout America — indeed, throughout the world — many gliding clubs produce their own newsletter or club magazine. 'Australian Gliding' receives a number of these from clubs in many countries, but would be pleased to get more of them. Although these newsletters are mostly of local interest, dealing mainly with things affecting the club and which are of only passing interest to outsiders, they also contain occasional items of 'hot news' which make interesting reading to people overseas. For example, some months ago 'Texas Spirals' mentioned a high performance two seater being designed by Schweizer (the 2-25). No other magazine has given any information on this machine.

Allan Ash
Editor of "Australian Gliding"
3 Bowden Street
North Parramatta

Tampa 5, Florida

"I am greatly disappointed! The readers of your magazine, SOARING, could subscribe to it for 100 years and not know much more than they do this minute! Also, it costs much too much for only 6 issues per year. I'd like very much to cancel my subscription. Your magazine does not come up to my expectations. All I can think of is that it is cheap! The editors of poor quality and that it is nothing more than a means of getting money in a cheap and easy way. Ties: \$3.50 etc. You have my sincere wish that you fail — soon!

Charles H. Alder

Ed's Note: We can please some of the people all of the time, and all of the people some of the time, but here is the exception.

Westover Air Force Base, Massachusetts

"I wish to take this means to tell you how much I enjoyed the November-December issue. It was most informative. I was particularly interested in the schools that have opened up in Austria and W. Germany since I was there last year with the Army. It is too bad that the people here in this country couldn't put themselves out to back as whole heartedly as the Germans, a solid glider training program which would train pilots not only for the AF, but prepare them for a better understanding of the airplane."

Walter L. Street

San Rafael, California

"This letter, I suppose could be filed under "Crying the Blues."

In any event, I wish to comment on what I think is a poor date for the coming Nationals.

Most vacations for the average man usually begin on the 1st of each month or the 15th. This eliminates a lot of little guys such as myself who have robbed piggy banks in order to even have a sailplane.

Now that a National Meet is planned even in my neighborhood I am left like a starving man unable to eat in the midst of plenty. Such meets are dreamed of but are never seen by such as I.

It is my only hope that other Soaring enthusiasts won't find their employers so rigid in doling out their vacations. Even he has his problems too of considering his other employees at that time."

George E. Congdon

Elmira, New York

"As you know, we are most anxious to build the 2-25 and we have the engineering and a mock-up underway. However, the high cost of doing this and the limited immediate sales potential and our heavy engineering load on our G.C., 1-26 and other projects, make it questionable as to having a 2-25 in time for the International."

Paul A. Schweizer

Jerusalem, Israel.

"I was surprised to find an L-K in Tel-Aviv. This is a government sponsored club which, like most government undertakings, is not too active, although I managed to fly a couple of times. At present they only have an L-K, a home-made Grunau and a British Olympia. However, they seem to have decided to build several AV-36's. Their local engineer, an Austrian old timer Mr. Pohorille, who designed the "Wien" for Kronfeld is very enthusiastic about them. The only difficulty is to find building material since everything is scarce here and with a terrible amount of red tape around. The soaring season here is in winter. I shall send you the information and photos you want about activity here."

Andre Dumestre

Frankfort, Germany

"I would appreciate it if you could send me the addresses of the clubs in the N. Y. vicinity because I would like to write to one of them and perhaps trade a little information on gliding in Germany and the U.S.A. I would really like to correspond with any glider pilots in the States because I have a lot of time on my hands and am a total stranger to glider flying there.

We really have a wonderful club here and despite my being a member of the occupation forces everyone is very friendly and nice. We have good equipment, one school glider, which is never used, one two seater Doppelraab which is in constant use and is favored for solo flying, and one Mu two seater which is extremely good for dual instruction and thermic flights."

Cpl. Paul H. Babcock
RA 14 290 791
USARFUR FILM AND EQUIP
SUB EXCH APO 757
c/o PM New York, N. Y.

New Mexico

Dear Sir:

The July-August issue of "SOARING" you sent me was most interesting and I am enclosing my check to cover membership in the Soaring Society. I was particularly interested in the article on M. Fauvel's AV-36, since I spent two weeks in Challes Les Eaux, France where this glider is kept. I had several interesting discussions with M. Fauvel and witnessed many flights of the AV-36. It is a fine glider.

I have a number of photographs of the AV-36 and glider activities of the CAP cadets in France. The five cadets that I escorted all soloed in gliders and one of the cadets qualified for his "C."

Fred S. Adams
1616 Silver Ave., S.E.
Albuquerque.

can see that in order to get out a sailplane kit at the above price, it does require simple, straightforward design, big investment in tools and production planning, as well as efficient production of the final kit.

The 1-26 raw bill of material is about \$350 based on quantity purchases, and when freight and handling charges are added, it brings our raw material allowances to about \$400. It is quite possible that we can take \$75 a unit from the cost by permitting the purchaser to buy his own dope, fabric, tape, wood and plywood, where he has sources close by him.

The above cost does not include crating or shipping charges. Many, no doubt will pick up kits at the plant by borrowing a glider trailer. We can assure you that the above price estimate is quite sound, but it can be realized only by volume production.

To sum up this report, we would say that we think that 1-26 can fill an important place in the American gliding and soaring picture.

Schweizer Aircraft is ready to produce this sailplane in kit form if there is real interest in large enough quantity. We feel that most people can appreciate the problems of producing aircraft under present labor and material costs.

We feel that the 1-26 will hasten the coming of the one design competition and with this, greater fun and satisfaction for the average soaring pilot. This can be developed to the point where various inter-club competitions, section regattas, and even a National One-Design Championship are held. By banding together in a group and co-operating in building kits, much time can be saved and a lot more enjoyment realized by pilots in individual areas.

Because of this one-design idea, we do not plan to make any basic modification of this sailplane once the design is set. We do, however, feel that refinements in fairings, smoothness of wing and similar minor modifications which do not affect the structure or stability of the craft can be permitted within the limits set forth by the Company and the CAA. We believe that this is in keeping with the successful practice in sailboats and will result in better competition, more fun and greater sport.

It is planned to make a decision by March 15, about going ahead on this project. If it is to go ahead, then it is hoped that the project will be carried along so kits will start to be available in the Fall.