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"While not disputing the fact that a-b equals c, the following sentence is a mighty painful way of illustrating the point.

'By subtracting the profile drag from the total drag, we obtain a curve which represents the variation of total drag minus profile drag, or of induced drag plus parasite drag in function of lift coefficient squared.'

"It is shameful that efforts to improve the performance of sailplanes, need be clouded by unnecessary 'scientific' wordage. Too many of our technical publications have fallen into this habit. At least we who must deal with these top-heavy presentations of basically very understandable material in our professions are better prepared to get the real value out of an article of this sort. However, I feel that our non-technical readers are being deprived of facts well within their understanding."

ALAN H. SCHMID

Melbourne, Australia

"So the S.S.A. has a new President. Floyd J. Sweet no doubt has the earnest good wishes of every glider pilot in the U.S.A. (and quite a few abroad) in taking on the heavy responsibilities of his new job, and he sure will need 'em if he is to do as grand a job of work as that wonderful, indefatigable, selfless pair, Jon and Mary Carsey.

"Not only the U.S. glider boys can testify to their great efforts to help glidermen. Many foreigners like myself could tell endless tales of help and hospitality.

"I shall never forget the trouble Jon took to help me get my U.S. visa in Madrid, the amount of driving about that Mary did in Dallas to welcome me, the hospitality of home and entertainment given to me and many others during the '52 Nationals, the thoughtfulness that smoothed every path for a dollar-less visitor from the Non-dollar area.

"I shall not forget the heavy work and keen organization that Jon put into every S.S.A. campaign, ably backed up by Mary on the sidelines. Since then, the membership of the S.S.A. has almost doubled, and many other benefits have appeared.

"The efforts of Jon and the S.S.A. have been largely instrumental in producing the new Schweizer 1-26, which with the Fauvel is likely to bring about the first one-class soaring contest before many years. In the development of the Minimidget class also Jon and the S.S.A. under his leadership are entitled to a much larger share of credit than he modestly claims. It was the S.S.A.'s original campaign for a simple, cheap glider (plus my own struggle with a good but cumbersome monster type) that led me to suggest the specifications of the type. As Al Backstrom is the father of the first really successful Minimidget, so the S.S.A. under Jon Carsey is the grandfather; I was only the doctor.

"On behalf of many overseas friends I say, thank you, Jon and Mary Carsey. If ever you need a friend—you've got a million, including me.

"And to Floyd Sweet, who also loves sailplanes and those who soar in them—Good Luck, friend. You'll need it, it's a big job."

FRED HOINVILLE

U.S.S. Cape Esperance TCVE 88 c/o Fleet Post Office San Francisco, California

"Although I have nine months to serve at sea before being discharged from the Navy and therefore will not be able to participate actively in Soaring in the forthcoming year, I would like to apply for membership (active). My many trips to Japan might enable me to write a few articles on their soaring activity.

"I have visited a Japanese Glider club at Chofu, Japan, twice now and am looking forward to visiting it again some time before the new year.

"Sometimes I wonder how a country like Japan, where shortages of space and lack of natural resources exist and so on and on—can start an Air Youth program in a matter of a few months, when the United States have been trying to do the same thing unsuccessfully ever since I've been old enough to chase grasshoppers during the dust bowl years in the state of Kansas.

"Please find enclosed \$10.50 money order for active membership and special Christmas offer subscription to Soaring. I'm not sending the coupon in as I don't want to cut up my magazine.

DUDLEY W. SMITH

Austin, Texas

"Thanks for Golden "C" No. 42"

"The editor asked for an account of my flight on September 5, 1954 from Austin to Dallas, Texas. My first reaction was to protest that, although this was a Golden C flight (and perhaps the first made under a flight plan filed with the CAA), it was so easy that it didn't warrant a story. But on further reflection, it does. For although I was alone in the aircraft, it was not my efforts alone which got me to Dallas. Instead, the success of the flight was based on the kind and patient efforts of many friends who taught me how to fly and who helped me obtain, equip, recover, tow, and retrieve my Pratt-Read. Accordingly, I would like to take this opportunity to thank all who helped me get my Golden C.

"Those who helped include: The team who initiated me eight years ago out at Mastic, Long Island in a Franklin and Kirby Kite and later hurled me into the air off the Ellenville Ridge in New York. The many individuals in the harmonious group known as the Philadelphia Glider Council who then gave me dual instruction in the Schweizer 2-22. My gruff but thorough instructor who taught me the art of soaring flight at Wurtsboro and who gave me the devil when I deserved it. A kind technical editor of another publication who gave me much helpful advice and loaned me his barograph. The couple who brought me my Pratt-Read from Georgia to New Jersey. The Texas soaring group who gave me my Memphis rate-of-climb as a consolation prize when illness prevented my planned participation in their contest. The willing assistants in Austin who helped to recover the Pratt-Read and install a new canopy. The many tow plane pilots, and especially the operators at Ragsdales' in Austin who are so essential for getting the craft airborne. The CAA personnel who do all they can to help our soaring operations at the Austin Municipal field. And finally, not the least but rather the most important

factor, a sweet and loving crew-chief—my wife.

"Except for the individual personalities and particular incidents involved, the above story is not unique. For the sport of soaring requires the cooperative efforts of many that a few might fly. The unselfish help of my friends is most certainly paralleled by others in the soaring fraternity throughout the world. We who are lucky birds acknowledge our gratitude."

DAVID MALKEMUS

Nice, France

"I have read in the September-October issue of SOARING an article about the Fauvel Sailplane Sandra II. This article makes conclusions about a design, based on the impressions of those who flew in one sailplane. I pray you will take into consideration the following important points.

"The Sandra II does not conform to the Fauvel AV-36 construction but is quite far from it. The rudder movement is 15° less than it should be and the ailerons are not differential like they should be. This machine also has a radically different nose which creates more drag in flight. Finally there have been added extremely long wings balanced by vertical profiles whose surfaces are very important.

"With all these changes one must not be surprised that the rate of turn is much less rapid than it is on the normal Fauvel.

"It should be sufficient to investigate the Canadian model which has been flying for some time and whose owner is very satisfied and with whom you might correspond in an effort to solve the problems. At the same time one must note that Sandra II weights over 40 pounds more than the Canadian AV 36.

"At the risk of calling this fact to your attention I must state that the AV 36's have flown more than 500 hours in the air, at the hands of more than 200 pilots of 10 different nationalities in different countries."

CHARLES FAUVEL

Calgary, Alberta, Canada

"The highlight of the Western Canada Soaring Meet and Contest was the appearance of the Fauvel AV-36, the first one to be completed and flown in competition in North America. However, due to poor conditions it is hardly fair to pass judgement on this machine. It is truly an interesting machine to fly and I have had several flights in it. It is the type of aircraft that requires a little bit of experience before it can be flown accurately because of the rudders. During turns and some maneuvers it requires full rudder to keep the ball in the center. At first, the ball is in the center only as it passes through. According to an article in the last issue of SOARING, the Fauvel built in California was rigged with 15 degrees less rudder travel than the plans called for. That is probably why they complained of lack of rudder control. If you would like a report on the Fauvel from another source, contact Mr. A. W. Riddell, 2839 26th St., S. W. Calgary and I'm sure he could give you a good one. He helped build the one now flying and has put in a lot of time on it.

V. ALAN FOSTER