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and when I am a little below the level of the tow plane, I pull up and then release. When I pull up, the line gets slack and therefore doesn't spring toward the tow plane, but merely falls away. There didn't seem to be any thermal activity on the way up, so I guess this is going to be just another one of those short flights, but I don't care because I love to fly and it's nice up here. You can look around and see more in a few minutes than a Sunday driver can in a year, like that little house over there behind that woods with the pretty lake by it. If I weren't a flier, I would have never known it was there. It is cool up here and the sun feels good on my face.

I think I'll practice some turns on the way down. The turn is the most difficult maneuver of all to do well when flying. That's why I like to practice it; there's always room for improvement.

You know in powered flying, there are four fundamentals—the glide, climb, straight and level and the turn. Since a glider can't maintain a straight and level flight for any extended period of time without a loss of airspeed, there are only two fundamentals to gliding flight—the glide and the turn. Any maneuver is a fundamental or a combination of them and if a pilot is skilled enough in the fundamentals, he can do all that is possible for him and his ship to do. He can extract maximum performance from it. There are a lot of interesting facts about the simple turn when you think about it. What makes a sailplane turn? Not the rudder or the ailerons. The answer is one word—lift. Lift created by the wings acts perpendicular to them and when the ship is banked the lift acts on an oblique plane, that is at an angle perpendicular to the banked wings. Part of it acts against the force of gravity and part of it is used to turn the ship in the direction it is banked. Thus, the steeper the bank the more lift acting to turn the ship and the faster the turn. The only thing the controls have to do with the turn is to bank the ship so that the lift can make it turn. The ailerons increase the lift on one wing and decrease it on the other by changing the camber of a section of each wing. The only purpose the rudder serves is to produce or stop a yaw about the ship's vertical axis. In the case of a turn, it stops one. If we

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Spiraling

with E. J.

One Class—All Task!!!

Everything it is said, is constantly changing, or at least nearly everything. And so I think it is with the continuing alteration and variation in our style of tournament soaring in this country and, perhaps, the whole world.

We quite naturally and properly ask ourselves the question—are these changes which we have seen in the immediate past together with those likely to come in the immediate future, all for the good? Will these changes really add to the advancement of the art and make for keener competition in the sport? Change for change's sake is not enough.

It is my opinion that entirely too few people have put their mind to this problem. And this goes especially for many of our leading tournament participants. This should not be so. Who after all are in better position to judge the adequacy of the rules by which the game is played, than those who have most often and most successfully played at the game?

Age, ineptness and other things have relegated me to the class of non-combatants. But all the same I am speaking up again for a change in contest style. I do this as much as anything else in the hope that I might provoke others into action on the subject. Especially would I hope that some of the experienced tournament soarers might become aroused from their lethargy on the subject.

One Class—or as a last resort Classes—and All Task, in our National and major regional contests. The class or classes to consist of machines of absolute identical kind. The 'one outs' and 'suped-ups' would simply not be eligible for entry on the basis of the championships. They would indeed be permitted to come into the tournaments for whatever reason their pilots might like but their scores would not count toward the championships. They would score on the same basis as would the participation of a national of another country.

Having said this I suppose it might be prudent for me to soak under water for a time, all incoming packages. Likewise it may occur to some that it might not be a bad idea for me to soak something other than incoming packages—namely my head. But—in order to delay, if not deter, your sending a time-bomb, let me entreat your further consideration of the proposition. Like a taste for dry martinis and many other things, you may very well cultivate a desire for this thing I speak of. But for or against—you shan't be confined in your arguments to a bit of white space little bigger than your hand, as I am here. If you do it well I daresay the Editor may give you a page or two.

This idea, keep in mind, is not totally new and untried in this country. We have already approached it in some of our recent contests. As far as I know it has been found to be a rather satisfactory innovation. At least no dire consequences or serious bodily harm have befallen contest organizers and rules makers responsible—only threats of the same.

Right soon now rules and plans and ways of going for our 1956 National will be in the making. I here and now strongly advance for consideration this idea of "ONE CLASS—ALL TASK." Hearing not to the contrary, I have little doubt that my idea may prevail. I have even less doubt that those most likely to participate in the '56 event, will come forward with a single chirp. It is entirely possible that I may, as a result of all this, go down in history along with Napoleon, Alexander the Great, et al. On the other hand I may just be called names and go down. Oh well!! As the man said—"Life is short and fame is fleeting."