



## Enfield, Middlesex, England

"The controversy concerning 'One Class Contests' is growing, and everyone, it seems to me, is right for the wrong reasons. Before the discussion gets too confused, I should like to make a suggestion which will, I hope, pacify Mr. Johnson, who wrote in the January-February issue of SOARING, and yet also satisfy the growing numbers of 'One Class' enthusiasts.

"There is no reason why all contests should be restricted to one type or even one class of sailplane, and I agree with Mr. Johnson that this would lead to complete stagnation. On the other hand, contest flying is such an expensive business that only a few people can afford to enter the high performance machines which win. There is, after all, something a little ridiculous in the prospect of the 'R.J. 5' competing with a '1-26', and if Mr. Johnson's new design is to be ever better (and more expensive?) than the last, the situation is even more in need of adjustment. The solution, however, is simple.

"The only thing that really matters in sailplanes is wingspan. We should have three wingspan classes, 'twelve metres (or less)', 'fifteen metres', and 'over fifteen metres'. There is a close relationship between span, weight, costs and performance, and if the major contests were held with these classes in rotation, there would be a marked improvement in design and a cheapening of the sport generally.

"There are many other arguments in favor of the above scheme. It is easily administered, it gives scope to the cheaper twelve and fifteen metre types and yet does not exclude the large machine altogether. Setting the two lower spans at twelve and fifteen metres is not arbitrary, for these spans are already popular and there would be no need to scrap existing sailplanes, most of which come within a few inches of one of these marks.

"Now suppose that the International contest this year was to be a 'twelve metre only' event. All the world's manufacturers would have turned to the problem of producing a practical contest glider of good performance at this span, and the results would certainly have been cheaper (and would certainly have been cheaper (and teen metre monsters which came top in 1954. This span restriction, far from being the 'death of soaring' feared by Mr. Johnson, would be a stimulus to impoverished gliding clubs everywhere . . . 1958 would then be a 'fifteen metre' year, and 1960 would give the designers a chance to blow their tops."

Martin Simons,  
11 Porlock Road.

## Fort Wayne, Indiana

"Congratulations on the best issue of SOARING published to date! Let's have more technical articles."

Carl H. Buecker  
Coldwater Road, R11

## Elmira, New York

"I'd do it again tomorrow with no qualms if I had to." . . . Lt. John Bardwick, Jr., USAF hadn't better live up to these words and clobber another '86 right away, or this taxpayer will blow his shackles! Possibly a little more concern and planning relative to the elements would have helped save (quite) a few (thousand) dollars, or better yet, a fascinating flight through the storms would have left enough fuel for the remainder of the flight, plus a wealth of information about the ups and downs of storm flight. However, the four boys in blue detoured and as time wore on and fuel out, John's three partners found out what glider flying is really like.

"Now IF there were a level patch on those islands, or maybe a fair stretch of beach, thus affording a 50-50 chance of belying in and salvaging a ship (plane), then I'd stay with it; and anyone bailing out under those odds will sincerely have me hoping that his 'chute sticks enough to have him guessing a forced landing wouldn't have been so bad after all!"

Edward Schwenkler,  
979 Grove Street.

## Westover AFB, Mass.

"Just a short letter to let you know I have enjoyed this March-April issue. . . . I was, and am, particularly interested in the article on 'The Cherokee II' and its construction details and performance specs. I should like to see more of it in the future. It is one ship I'd like to build on my own, due to its simplicity of construction. Also, I'm pleased to see the 2-22 going back into production again. It looks like a good ship to fly and learn in."

A/IC Walter L. Street,  
337th Ftr., Intep. Sq.

## Intercourse, Pennsylvania

"Thanks for your entry blank for the 23rd National Soaring Contest. Am sorry that I will not be able to attend this meet for during June and July I will be on a vacation trip to the far west. . . . I have been in the flying game for about 25 years and attended many of the early National Soaring Contests at Elmira, N. Y. I was not at the first National Contest but began attending at the second. I greatly enjoyed the privilege of being at the Elmira Contest last July 4 and especially the 'Old Timer's Dinner' at the Mark Twain Hotel."

Elmer D. Zimmerman,  
Lancaster County.

# PAN-AMERICAN SOARING CHAMPIONSHIPS

The planned competition of soaring pilots of the Americas has been hailed by Aero Clubs and representative pilots of nearly every country of the Western Hemisphere. All are enthusiastic and complimentary of the idea and the prospect of bringing together the leading motorless flight people of the Americas.

Some definitely plan to send representatives and some pilots are making plans to attend and compete, but many reluctantly advise that in spite of their sincere interest, it is impossible to participate in both the World Championships and an event in Texas in the same year.

The following is a letter from the Soaring Federation of Argentina:

*Esteemed Friend:*

*Our Argentine champions Srs. Jose Ortner and Jose Cuadrado have informed us that you have extended them an invitation to participate in a contest in the United States and because of the attendance of Latin American pilots it would assume the character of a Pan-American Soaring Contest.*

*In this Federation we follow with a sincere feeling of admiration the great work of the glider pilots of North America in the development of motorless flight, above all in the field of wave flight, and the experiences they endure toward accomplishing the understanding of the jet-stream.*

*You will understand the extraordinary interest we have in perpetuating our ties with you, maintaining our correspondence and participating in your championship contests. Lamentably, we know that it will be impossible this year to enter for reasons of time and economics, since the dates coincide with the World meet in Saint Yan, France.*

*Permit us to suggest that the Pan-American contest be set for each two years, in the odd years, beginning in 1957, then they would fall between the World meets which are held in even years.*

*It might be interesting to consider establishing the ruling that the winner of the Pan-American would have*

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