

Soaring Readers Write

Route 3, Box 502
Michigan City, Indiana

"... I have been doing some experimenting with fiberglass construction during the past year. I highly recommend it for cleaning up the nose section of a sailplane. A finish as smooth as glass itself can be attained with any desired curve. One layer of the glass cloth in large sheets may develop waves so two cloth layers with closer spacing of supports are necessary to assure wave-free contours. The double lamination weighs about 4.5 ounces per square foot. It can stand more punishment than wood or metal and still retain its original shape. Large flat sheets with a very smooth finish can be made on a piece of sheet metal which has been waxed.

"My new sailplane will have a fiberglass skinned fuseelage over a steel tube frame to carry the stress loads. The wings are of conventional wood construction except that the D tube leading edge is planked with fiberglass.

"I will let you know more about its design and construction after its test flights which should take place within the next few months."

Sincerely,
James Marske.

82 Spadina Avenue
Toronto, Canada

"... Peggy and I certainly enjoyed our visit to Texas last year.—Where else can a man procure a Gold "C" with two diamonds, in ten days of flying? More than that, however, we enjoyed meeting and comparing notes with pilots, wives, families, and crews, from all over the country. In a very real sense soaring is an excuse for strangers to meet and become friends.

"At Brantford, Ontario, the Toronto Gliding Club has begun what promises to be its most active year. Seventy-five to ninety active members are already utilizing the six Club sailplanes, the three Club tow planes, and eight privately owned machines. Momentarily the private owner group will be increased by the arrival of a Skylark 3 and a Bergfalke 2. A weekend regatta style contest is planned to run through most of this season, so that sorely needed competitive experience can be acquired..."

Chas. M. Yeates

365 W. Clifton Avenue
American Fork, Utah

"Your recent article entitled "Don't Build a Primary" rather startled me. I have envisioned learning the art of sailplaning for some time and this seemed to be the way to start, building a primary. If you say it isn't then tell me what is the best machine to start with in my learning to soar. If you have a kindly spot for a rank amateur it would please me no end if you could give me a few tips on how to get started in sailplaning."

Respectively yours,
Glenn H. Thomas.

5019 Klingle St., N.W.
Washington, D. C.

"My father and I enjoyed the note on 'Unusual Gliders' by Mr. Bowers in the January-February, 1956 issue of Soaring concerning the Bowlus Albatross. This craft was owned by my father, Maj. Thomas Phillips, who suffered severe injuries in a crash on Harris Hill in 1931.

"Although as a result of this crash he was retired from the Army in 1934 he never lost interest in the sport and returned to later meets at Elmira.

"On June 12, 1957 soaring lost another pioneer and he joins his friends, Warren Eaton, Dick du Pout and others where the skies are clear and the thermals strong."

Sincerely yours,
Thomas Phillips III,
Major, U.S.A.F.

Via S. Felice n° 126
Bologna, Italy

"Respectable Society:

"It is an Italian civil pilot that writes to you. A close group of companions and I like very much to review American aeronautical publications. Unfortunately very few of these arrive in Italy and those that do have such an elevated price that we cannot often afford them.

"For this reason we are writing to ask a favor of you. Perhaps your members could send us old, used magazines that they no longer have any use for but which would mean so much to us.

"If your organization would make this request known to your members we could perhaps receive some and would be very grateful to you.

"Certain of your kind interest, we thank you beforehand."

Giorgio Evangelisti.

Mississippi State College
State College, Mississippi

"In the article 'American Soaring Techniques' by Dr. Paul B. MacCready, Sr. there are several errors which for the sake of giving credit where credit is justly due, I should like to have corrected.

"Dr. MacCready stated that the information on total energy variometers was obtained by Barringer from Germany. In the second edition 1942 of Barringer's book, *Flight Without Power*, a reference is cited in a footnote, p. 151, in the section on variometers to the first publication on total energy variometers by Dr. Arthur Kantrowitz, then at NACA, who is the originator of the total energy variometer. Barringer did not get his information from the Germans but from the writer who wrote the section on variometers in the second edi-

tion of Barringer's book. The writer also constructed a total energy variometer in 1942 which was flown in a Pratt Read in Connecticut in 1942. As a matter of fact the writer gave a total energy variometer venturi to Paul MacCready, Jr. sometime in 1945 or 1946.

"However, the important point in this history is that we in soaring owe Dr. Arthur Kantrowitz a debt of gratitude for his original derivation of the concept of total energy measurement. Our British friends apparently neglect to mention Dr. Kantrowitz as the originator of this novel scheme.

"In so far as cross-country speed formulae are concerned, we must also give credit where credit is due. The history of maximizing cross-country speeds began with a mathematical analysis by W. Kasprzyk in Poland in 1938. The Poles regularly used the formula in their contest flying. In 1948 S. Maurer in Switzerland published an article on cross-country speed maximization in Swiss Aero Revue. Dr. Karl Nickel in the same journal in June 1949 published a design of a linear slide rule for computing the cross-country speed in flight. In November, 1949 Paul MacCready, Jr. published his article on the circular slide rule for selecting optimum cross-country speeds. He in fact referred to Nickel's paper and used his mathematical derivation as the basis for the circular slide rule.

"The writer would also like to mention that when the world's distance record was broken by Dick Johnson he used his own cross-country formula derived with inclusion of winds and down draft velocities. He used a graphical presentation and not a MacCready optimum speed selector of the circular slide rule type as Dr. MacCready, Sr. stated.

"This may be an opportune time also to comment on Cone's paper 'An Apprenticeship to the Birds.' He infers that the main progress in soaring since 1932 has been due to meteorological developments and not to aerodynamic improvements. The record clearly shows that since 1932 the minimum drag coefficient of sailplanes has been reduced from 0.030 to 0.010. This is a three-fold improvement. No soaring pilot today would dare enter a contest with a sailplane having a drag coefficient of 0.030 no matter how good his meteorological background."

Yours sincerely,
August Raspet.