

# Letters

## Solution to Photo Problem

Dear Leland (Smith):

I am about to undertake a photographic program in both color and black and white in the hopes that I can come up with just what you are after for the AMERICAN SOARING HANDBOOK. This business of getting soaring pics is a heartbreaking task, I know. Those that fly the damn things are so wrapped up in their flights that they completely forget to take pictures, and those on the ground are either so busy crewing or sunburning their tonsils that they usually forget to. What is needed is a task which imposes the responsibility on someone in each club of being official photographer and let him do the job! This is what I plan to do during the coming months. I will use a Leica and a Rolleiflex, the first for black and white and the second for color.

Whatever comes of this enterprise, I promise I will send you prints.

DEREK VAN DYKE

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## Standard Class

Dear Sirs:

During the SSA Director's meeting in Kansas City it was decided that the Standard Class be dropped from the 1960 Nationals and the Directors went on record favoring promotion of the one-design competitions.

Although I do not know exactly what the reasons were prompting this action, I feel that the action was ill timed and will dampen interest in design and flying of Standard Class machines in the USA.

During the discussions at the OSTIV meetings at St. Yan in 1956 I felt that accord would never be reached between all the factions and nations. It was with real surprise and pleasure that I saw the teams at Leszno in 1958 compete in the best of spirit for the Standard Class Championship. In the course of the two year interval, machines had been designed and built to the requirements of that class which were simple and inexpensive, yet possessed performance only slightly inferior to the expensive "ultimate" sailplanes. One need only compare the Fauvette to the Breguet 901s or the Mucha Standart to the Zefir to see the effect of these requirements on the products of given manufacturers. The competition was in no way secondary in calibre, in fact, Philip Wills and Per A. Persson competed as former World Champions. It appears that this class will remain as a part of international competition. It also serves as an incentive to those nations with the limited wherewithal to send open class machines.

The one-design idea was the basis for the olympic sailplane. The Olympia Meise was an excellent machine; however, simpler and better machines are available today. To adopt this form of competition as a basis for simplifying the task of selecting the pilot rather than the machine as champions is also to halt the development of machines and to discourage the efforts of designers.

In Cologne the subject of the Standard Class sailplane will be on the agenda of the OSTIV meetings, and I believe that the OSTIV trophy will be awarded to the

designer of the Standard Class sailplane entered exhibiting the best combination of cheapness, simplicity and efficiency. I hope that we will not be regarded as indifferent and uncooperative in our activities in this country. I feel that the SSA Directors would be wise to go on record in favor of the Standard Class unless they were, in fact, opposed to it. If the latter is the case, then I question strongly how well such opinion reflects that of the SSA membership.

For the general membership I think it advisable that the position of Standard Class be made clear in regard to the 1961 Nationals insofar as the SSA is concerned, and that the reasons for the absence of the Standard Class in the 1960 contest be explained. A second-handed explanation I have heard was that the reason for the action was the personal interests of some Directors rather than the best interests of the SSA. If reasons for actions which can be so construed are stated, then they may be judged on their true merits.

FRED MATTESON

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## Instruction

Dear Lloyd:

At a recent meeting of the Toledo Glider Club it was agreed that they are opposed to the SSA proposed changing of the CAR 43.61 which authorizes commercial glider pilots to give glider instruction. This is felt discriminatory to all areas especially small soaring clubs not well established.

We recommend that proper qualifications to assure teaching experience should be incorporated into commercial glider rating so that the commercial glider pilots would produce safe students. Such recommendations might possibly add cross-country glider time, to assure knowledge of navigation and strange field procedures and might require a personal interview on analysis of maneuvers to assure teaching proficiency.

It should be pointed out that power flying has a financial support from thousands of industries and a hope of being an airline pilot stimulates many ardent fledgling pilots. This does not exist in soaring. Therefore, glider instructors cannot look forward to remuneration for their time and effort. Nor does the future show promise of change.

It behooves the SSA and those who are interested in soaring to develop a large number of soaring pilots with sufficient experience and practical knowledge that safe and sane flying in sailplanes will be recognized in a similar way that it is recognized in the majority of small airport operations all over the country. This cannot be achieved by measures which make it more difficult to obtain glider instruction, as this difficulty is already the chief reason for glider accidents.

RAY W. JACKSON

3626 West Point, Dearborn 8, Mich.

## Operation Retread

Dear Lloyd:

For approximately 25 years now *Soaring* has kept us all informed, excited and inspired about soaring activities in this country and abroad. Through its pages we have kept track and in touch with many old and dear friends. Because of *Soaring* we have also come to know many priceless new friends — year after year. Truly it is hard to imagine just where we

would be today without the influence of this fine magazine, or just how many wonderful soaring experiences we would have missed if it weren't for *Soaring*.

Since the sport of soaring is personally constructive and by its nature it is an instrument of peace which breeds fine friendships and understanding, I propose that we use our copies of *Soaring* to spread and enlarge our friendships and our pleasure of the sport by sending on our own current or old copies of *Soaring* to some other potential soaring enthusiast, either national or foreign.

For want of a name I have titled my proposal as our "Operation Retread."

It is simply that each month we will mail on our *Soarings* to someone else who we feel quite certain will appreciate it. It is not necessary that the receiver be able to read English — his interest will find a way. Each sender will locate his own correspondent by his own means and would bear the minor mailing expenses involved.

For those who might be interested to participate in "Operation Retread" your writer has prepared an introductory letter in several languages explaining the gift copy from the sender. These letters will act as a mailing jacket for the magazine. They will be available at 10 copies for 25 cents — (stamps are O.K.) to cover the cost of printing and mailing these covers to you.

It is sincerely felt that such personal effort, in concert with others in S.S.A. could result in nothing but good, for international soaring, friendship and personal satisfaction.

PETE BONOTAUX

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## Philosophy

Dear Lloyd:

I thought the Lambie article on the Philosophy of Soaring was simply superb.

R. JOHNSON

1708 Norwood Lane, Arlington, Texas

## Styrofoam and Resins

Dear Lloyd:

Concerning the problem of applying polyester resin over styrofoam, the chap who mentioned in the May *Soaring* that polyester resin will attack styrofoam is right.

I've just completed a major leading edge modification on my Cherokee II, using styrofoam, fiberglass, plywood and polyester resin. I followed Dow Chemical's advice on how to prevent the polyester from attacking the foam by coating the foam first with two fairly heavy coats of synthetic resin, "Weldwood" glue—the same, brown, powdered stuff that costs a dollar a pound in all the hardware stores. It worked fine for me. Dow also says that one can use ordinary orange shellac for the purpose.

Epoxy resin won't attack the styrofoam and works fine, except that up here in Northern California the stuff costs \$30.00 per gallon. The Polyester costs only \$7.50. So, the Weldwood treatment pays off.

I suppose you heard that Ray Proenneke recently flew Les Hiller's Cherokee II from El Mirage to Parker, Arizona, a distance of 192.5 miles, to make Cherokee II's first Diamond C goal flight. I am not certain just who is more pleased about this, Ray or I!

STAN HALL

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SOARING