

Letters

Longfellow Knew

To *Soaring*:

I realize all contributions to *Soaring* are generally welcomed. The following is something I thought quite appropriate.

Although Longfellow was never considered a scientist but was thought of as a poet, he had a pretty good idea about what went on with the weather. The following is something to think about.

Nothing that is can pause or stay;
The moon will wax, the moon will wane,
The mist and cloud will turn to rain,
The rain to mist and cloud again.

GEORGE E. CONGDON

100 Sunny Oak Dr., San Rafael, Calif.

Ann in Poland

Dear Mr. Licher:

The photo of my little Ann in the June issue of *Soaring* was a fine surprise for us all. Being a diligent reader of your magazine, I can affirm you this is undoubtedly one of the most interesting magazines of this kind I have ever seen.

Lambie's article on the "Philosophy of Soaring," for instance, was one such which



Ann Pobtocki sees self in *Soaring*.

called special attention and was much discussed in my Aero-Club.

I am enclosing some prints of my Ann. She now has her own little plane, a flying model (which I built for her) of the famous "Tempest."

BRUNON J. POBTOCKI

Gdansk-Wrzeszcz, ul. Dzierzynskiego
11/GPTB/Poland

C #2000 Reports

Dear Dr. Selvidge:

What a pleasant surprise to find my C badge No. 2000 referred to in your November editorial!

I thought it only fair that I give you a little information as to how this C badge came about. I first soloed in power aircraft in 1938. I had last flown a power aircraft about 1950, having a total of a little over 300 hours. I have not done any power flying since as I had lost all my enthusiasm for it and outside of it being a convenience on rare occasions when I had to make a trip it did not seem to have any further appeal to me.

This gliding thing, as I used to call it before I found out it was soaring, has been in the back of my mind for many years but was one of those things I continued to put off. However, this past summer I decided that if I did not do it reasonably soon I might never be able to do it. Consequently, my wife and I took our vacation in Elmira, New York, where I attended the Schweizer Soaring School.

What a wonderful time we had there! I cannot say too much about the way we were so kindly treated and the fine facilities for soaring instructions. While there for about four days I was able to get in nine hours and ten minutes of soaring time.

I have not had the opportunity to do the cross-country work which you wrote about, but my mouth waters every time I think about it.

If I am not able to arrange some method of soaring here in North Carolina I certainly intend to spend my vacation again with the Schweizer people and hope to do my cross country flying then.

Congratulations on the fine work you and the other folks are doing for the Soaring Society.

GEORGE F. SQUILLARIO

220 N. Rodoret St., Valdese, N.C.

SSA Associate in Australia

Dear Mr. Licher:

I have a C certificate and about 50 hours of sailplane time. I founded the club (of which I am now Captain), the Northern Slopes Soaring Club, and we have been operating since April, 1958. We have two aircraft built by Edmund Schneider of South Australia, formerly of Grunau, Germany. Our two-seat trainer, called Kookaburra, soars quite well and the solo aircraft, Kingfisher, though only 35 ft. wingspan and empty weight of 235 lbs., has had 4½ hours and up to 8,000 feet above our field. Neither are cloud-flying aircraft. We hope to obtain a high-performance aircraft in the next year or two.

I am always pleased to receive *Soaring* and envy your members' ships and the Bishop Wave. However, sailplaning has got well under way here in recent years and particularly since Schneider's custom-built aircraft have become available. Inland Australia has a wonderful air ocean and we feel sure it is only a matter of launching a high-performance sailplane in West Australia and it should make quite some distance toward the east.

I have been reading *Soaring* for more than two years and feel I know many of your members.

JOHN CRUMPTON

18 Avern St., Inverell, NSW, Australia

Practical Information Needed

Dear Lloyd:

May I express a need here for information on two subjects which I would like to see written up in short articles in *Soaring*? One would be the installation of high and low pressure oxygen systems in sailplanes and the other is the use of citizen band radio equipment in sailplanes.

Many thanks to James Marske for giving us his fabrication techniques on the use of glass cloth and epoxy resin.

GEORGE APPLEBAY

1513 Mountain Ave., Santa Barbara, Calif.

SISU TO BE PRODUCED

The prototype Sisu I sailplane (see Mar.-Apr. '56 *Soaring* for specifications) has been flying for two years now and accumulated over 100 hours flight time. It is a high-performance competition sailplane (L/D over 40) designed and built by Len Niemi who has formed the Arlington Aircraft Company to produce the Sisu IA, an improved production version. This latter ship, which will be submitted to the FAA for a type certificate, differs aerodynamically from the original as follows: a single slotted flap replaces the special plain flap to significantly extend the low speed range; the elevator, rudder area and rudder motion of the vee tail, and wing dihedral angle and spoiler area will be increased. Structural changes will include the redesign of the in-board half of the wing to a plate-stringer design and enlarging the cockpit.

A complete, illustrated report of this venture will appear in an early issue of *Soaring*, as will a flight test report by Dick Johnson.

CLUBS NOT TO BUY PAGES IN SOARING MAGAZINE

Contrary to statements made in a number of recent soaring club publications, *Soaring* magazine will not be selling pages in the magazine to clubs in lieu of their publishing separate news letters. This plan was advanced by SCSA's *The Thermal* but turned down by the SSA Publications Committee.

The problem of finding persons to put out the continuous effort needed to publish club news letters has been a long-standing one. A few of them have set very high standards which are difficult to maintain. As such, they have been in competition with *Soaring* magazine for the procurement and publication of worthy soaring articles. Many people have felt that numerous articles that have appeared in club publications should have been printed in *Soaring* magazine, instead. *Soaring* magazine cannot print everything that is submitted to it because of lack of space; however, it could be a better magazine if it could choose from more material.

This is not a problem for most club news letters because they restrict themselves to strictly local news and stories, for which there is a definite need. The larger club publications deal with the problem as best they can, considering their autonomous nature.