phane tape, spring clips, or simply with rubber bands. Changing paper between flights takes less than a minute. The paper may be handled without fear of smudging or tearing. Desired information may be written directly on the surface of the paper with pencil or ink. Pencil marks made on the paper are not erasable.

After two seasons of use, it may be reported that the system has proved itself to be convenient and reliable. The barograph has been carried on more than 100 flights ranging up to 5½ hours and 12,000 feet with no trouble and no failure. The only preparation necessary is to see that the paper is on the drum and the battery power adequate.

Addition of this system to an existing conventional barograph should be simple. The power unit itself may be mounted inside or outside the barograph case. Space required should not be more than about 1 by 3 by 5 inches.

It should be mentioned in conclusion that this entire project — the barograph itself as well as the power unit — was an interesting and rewarding undertaking. The barograph was built as economically as possible, using a salvaged altimeter, a Baby Ben clock, a dime store salt shaker for the drum, and scrap materials for the remainder. Total cost for materials — $10.15. This of course does not take into account upwards of one hundred man-hours spent exploring the forty-odd ways a barograph can't be built. But that's another story.

ONE-DESIGN CLASS

by E. DOMMISSE

I have always had my objections concerning the Standard Class but to think that the Standard Class will have to end up as a One-Design Class horrifies me completely.

I am referring to suggestions made by Dr. Boris Cijan in "Outlook for Standard Class Sailplanes" published in the OSTIV Section of *Aero Revue* for December, 1960, and also in *Soaring*.

Dr. Cijan refers in his article to a personal proposal made by R. E. Schreder that, during the World Contests all competing sailplanes should be evaluated under the same points system, and that there should be only one World Champion who would have the highest number of points, quite regardless of the class of aircraft he flew. Dr. Cijan suggests that this proposal is sound but draws the conclusion that if accepted by the CSVM it would be a further step forward in the direction of preparing for a One-Design Class.

I feel sure however that Schreder's intention with this suggestion was merely to save the Open Class from extinction.

It behoves us all, as Dr. Cijan suggests, to do some serious and clear thinking about the proposal of a One-Design Class.

Let us then do some thinking and express some ideas before many fine ideals go under for good:

1. OSTIV, and members of the board thereof, are the last people who should suggest that progress has now reached the stage where a One-Design Class can be considered. Their job is the exact opposite, namely, to gather and co-relate and publish scientific and technical data with the view of advancing the sport ever further, or at the very least to work in that direction.

2. We had best not start a One-Design Competition if we are to prevent bitterness between manufacturing countries. Nor do we wish to see the manufacturer rushing about trying to corner the market by building to the formula of some international body. He should rather be striving to build a better and more sensible high-performance sailplane with which to satisfy the birthright of every sailplane pilot.

What horrible mistakes we would all be making in trying to build a good high-performance sailplane without the knowledge so freely gathered at the Open Class events.

3. A sailplane is inherently such that it is restricted enough already. Why did the idea ever arise that it should be restricted further, as it has been with the introduction of the Standard Class?

Engines have no limits, so anything with an engine should be restricted. Or a yacht which never leaves the wide ocean, or any aeroplane that gets built in one piece. But a sailplane has no engine. It is handled by one pilot. The low speed requirements needed for thermalling or landing in small rough fields limits the high speed requirements. It must be rigged and derigged and the pieces manhandled on to a trailer and transported reasonably on public highways.

Anyone, who within these narrow limits, manages to make his engineless craft perform better in all respects than those of his competitors, is entitled to the utmost encouragement and freedom. He can never get too far away for too long.

4. Is only the pilot so terribly important at a World Championship that by any means we must know who the best pilot is?

We know already from flying the Open Class that some of the best pilots in the world are people like MacCready or Goodhart or Witek or Makula or Heinz Huth and a few others of such calibre. Or you know that you are pretty good yourself because you were always close behind. You also know that some pilots are better than you are and always will be no matter how hard you try, so your enthusiasm is not aroused unless you are allowed to use your brains to build a better ship with which to clean them up. Why should you otherwise get all excited to compete, only to waste your time and money on a foregone conclusion? Let the known best pilots in the upper brackets battle it out amongst themselves. Best out of the three should settle it too, otherwise any of them would be top dog at least once. You only have to keep on long enough.

This sort of thing will only give rise to bad feeling about such matters as: The boys flying on their home ground, task selection, order of take-off and kind of machine flown or number of tasks completed.

Let us open our eyes to the fact that the Open Class *is* the great sporting event it is because of men plus men's ideas. On such a field we can all compete equally, if not by brilliancy of pilotage then by pilot skill plus the brilliancy of our design. Let nothing interfere to halt or change this, lest our highest ideals which here embraces both sport and our urge to create beauty of design and performance, should fade in the too exactly circumscribed materialism of our machine age.

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