

Letters

Ceconite 103 FAA-Approved

Dear Lloyd:

Further to my article on Ceconite covering material in the March, 1960, issue of *Soaring*, I am sure the readers will be interested to know that the lightweight Ceconite, grade 103, is now FAA-approved as a substitute for intermediate TSO-C14 fabric.

BOB FORKER

19408 Santa Rita St., Tarzana, Calif.

Old Pursuit Pilots?

Dear Sir:

I had my first ride last Sunday at Lake Elsinore with Donald Sloten, but it won't be my last since I have joined the Orange County Soaring Assn. and SSA. The "bug" got me at Torrey Pines Feb. 26th last. As Bob Moore so well expressed it in his editorial in the Feb. *Soaring*, it is an "utterly fascinating sport".

I wonder if you have any members in your Society who were in my squadron in the Berkeley School of Military Aeronautics in 1918? I sure would like to get in touch with any of them. That was squadron No. 76 with our commissions as pursuit pilots at March Field, Riverside (U.S. Air Corps Reserves).

I will do all I can to get new members for SSA for I believe we should have the next World meet in this country.

HARRY S. THOMPSON

211 Ocean Avenue, Laguna Beach, Calif.

Activity in Egypt

Dear Sirs:

I can sincerely recommend that all soaring pilots who visit Cairo make contact with the Director of the Egyptian Gliding Club, Mr. Selah Zaki. I am sure they will find the hospitality extended to them a rewarding experience.

Almost every day is a flying day at the club and from February to October thermals with a lift of 20 ft./sec. are numerous. Lots of these occur as low as 300 ft. Due to the flatness of the terrain, ridge soaring is nil. And with the exception of spring and fall there are no clouds, due to low humidity.

The club has a number of ships which include the T-21 dual, MU dual, Olympia, Prefect, Cadet, Spatz, L-Spatz, Zuchfold, R100, and a Czech dual.

Launch is by winch to an altitude of about 1000 ft.

The club is an extremely active group and I would hazard a guess that launches would average twenty-five a day, six days a week during the year.

The club is sponsored by the Egyptian Ministry of Education with the objective of developing an interest in flight among the university students, this in turn leading a number of the students into the civil airlines and military aviation.

I owe Col. Shaker, his fellow instructors and the Egyptian Gliding Club a debt of gratitude for their efforts and kindness which resulted in making me a fair soaring pilot.

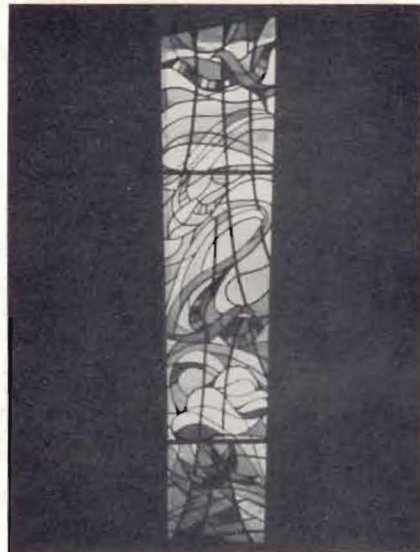
FRED C. SNIDER

Attache, U.S. Embassy, Accra, Gold Coast

Soaring Art in Glass

Dear Lloyd:

I am enclosing photographs of a stained glass representation of the FAI Soaring badge and a new window approx-



imately nine feet high which is in my living room. As far as I know this is the first attempt that has ever been made to represent soaring flight through the medium of stained glass.

It suffers quite a bit from lack of color but a close observation from the bottom to the top will disclose stylized mountains, cumulonimbus dropping rain, atomospheric instability and an attempt to show a lenticular cloud.

JOSEPH C. LINCOLN

6320 E. MacDonald Dr., Scottsdale, Ariz.

Parachute Explanation

Dear Sir:

The letter entitled "Dangerous Parachutes" in your March, 1961, issue has come to our attention, and we feel that it is our position to make a comment on this article.

We are in partial agreement with Mr. McElfish that surplus parachutes must be made air-worthy by qualified personnel. This knowledge is somewhat limited in the field because there are many great minute changes that take place during the

manufacture of military personnel parachutes. The particular parachute which was mentioned in this letter was designed with a specific Navy requirement in mind. Since its concept, the speed of new aircraft has made it incompatible.

The result has been the improper and dangerous disbursement of these parachutes in the surplus market. We also wish to add that in our opinion, this is true of any surplus parachute assembly or component.

SWITLIK PARACHUTE CO. INC.

1325 E. State St., Trenton 7, N. J.

Standard Class

(Editors note: The following are comments on Cijan's widely published article "Outlook for Standard Class Sailplanes," translated from AVIASPORT for February, 1961.)

We would point out to Mr. Cijan that we have been raising our voice ever since the first discussions on the regulations for the Standard Class, and in particular about this imprecision which permits all sorts of design tricks quite contrary to the spirit which should govern their elaboration.

Besides, between ourselves, at that time many technical people and prominent personalities who were involved in these discussions had each in his own drawer a project for a sailplane more or less "Standard" and were not disposed to let themselves be cramped in realizing it by too strict requirements. Some of them quite certainly returned home after the discussions rubbing their hands and murmuring softly: "Now let's see what I can pull out of the hat."

As for monotype (one-design) competition, which in our opinion is the only valid way to find a real world champion, it would be easy enough to arrange it following the scheme which was suggested by our colleague Bonneau (*Aviasport* No. 74, July, 1960).

We may recall that he proposed choosing as first monotype the sailplane selected by OSTIV as being the "Standard Class Sailplane of the Year." Following this principle, the 1962 Championships ought to be based on one of the Standard Class which won the OSTIV Design Competition, that is to say, give us a choice between Ka-6 and "Austria." Then in 1964, complete freedom to present new types in the true Standard Class and free competition among these sailplanes.

The sailplane selected in 1964 as best representing the ideal of the Standard Class would then be chosen for the monotype competition in 1966. In 1968 free competition again among Standard Class designs and so on. It is well known that it takes four years to perfect a new design. We would then have every four years a true World Champion and alternately a new real Standard Class sailplane.

It is unfortunate that the Gliding Committee of the French Aero Club did not think fit to put forward this suggestion at the CVSM meeting in Paris in November. We know very well, however, that any suggestion by Bonneau and *Aviasport* smack of heresy to these gentlemen of the French Aero Club.

We can see no reason for putting off until 1968 the introduction of a monotype class, for without the selection procedure which we indicated, there is no more chance of achieving a monotype class in 1968 than there is today.

RAYMOND SIRRETTA