

Letters

1965 World Championships

Dear Lloyd:

In reference to Phillip Wills' letter in the December *Soaring*, the soaring fraternity should applaud the decision of the British government to refrain from giving financial aid to the 1965 World Soaring Championships. The proper function of a government is to protect the property of its citizens, not take it through taxes to redistribute for the benefit of special interest groups, as was flagrantly done in Argentina.

The World Championships should be operated on a balanced budget, with the income being derived from those who benefit from the activity, that is, the participating soaring societies and individuals, merchandising exhibitors and advertisers, spectators, etc. The British Gliding Association now has the opportunity to demonstrate that this can be done, and their success will provide a stimulus to other potential sponsors throughout the world.

STERLING STARR

820 Gage Dr., San Diego 6, Calif.

PT-22 Towplane?

Dear Mr. Licher:

Since the SSA Tow Release Subcommittee and other persons I have contacted have no knowledge of a Ryan PT-22 ever having been used for towing sailplanes, I would appreciate your publishing a general request for this information, if it exists. Thank you.

ROBERT H. HERSCHDE

The Herschede Hall Clock Co.,
Starkville, Miss.

Heresy or Horse Sense?

Dear Sir:

Regarding the article in the January issue of *Soaring* by Peter M. Bowers and reprinted from *Towline*, I would like to say that if you wish to further the sport of soaring, sailing or gliding, whichever you prefer to call it, you had better believe he is talking a lot of Horse Sense. In fact, I think by following the suggestions made more could be done to promote soaring than has ever been done in the past.

I was a glider pilot in world war 2 and have held a commercial glider pilot certificate since that time. I would love nothing better than to be able to enjoy the sport, but even though I have a

pilots' rating and a reasonably good income, I simply cannot justify the expense that would be involved. The author also mentioned a very real point in that you cannot easily get anyone interested in the sport to help share the expense because of the lack of facilities to even demonstrate what you are talking about.

You must remember that people have to be educated to soaring. Wanting to fly comes naturally to many, but they think of airplanes, not gliders. Unless some of the very constructive ideas in the article are put to use, the large percentage of would-be pilots are going to continue to go into powered flight through flying clubs, etc. For after all, if I couldn't make it, with the experience and incentive that I had after three years of flying everything from sailplanes to 30-place cargo gliders, how can we expect the novice with small income to make the grade? Here's wishing you much success in your efforts to promote soaring.

GORDON R. KENT

408-3rd St., Oswego, Kansas 67356

Dear Sir:

I have just read Pete Bowers' article in the January *Soaring*.

I respectfully request that you get behind his line of reasoning and efforts in any way possible.

I have the experience of introducing gliding to a local "cold" territory. I am a commercial power flight instructor and took my conversion at the Schweizer School. While my efforts were greatly appreciated, actual positive results were totally lacking, due mainly to the considerations covered in Pete's article.

As a start, I would suggest that he be assured of the necessary space in *Soaring* to properly pursue the subject.

Thanks for your time.

W. E. MUSCHINSKE

1500 E. Main St., Merrill, Wis. 54452

Gentlemen:

In reference to "Heresy or Horse Sense?" by Peter M. Bowers, I THINK HE IS RIGHT.

ROBERT J. RECHS

2650 California St., Mt. View, Calif.

Dear Lloyd:

Enclosed please find \$1.50 for which please send one soaring calendar and the wing section coordinates of Dr. Wortmann's airfoils as offered after his excellent report in the January *Soaring*. The January issue was the most terrific in many a moon, principally because I am most interested in aerodynamics and in Pete Bowers.

I have wondered for a long time why

soaring has made such painful progress and Pete has opened my eyes to things I have been observing for years but have not realized the significance of.

The SSA has never officially put any push behind a simple home-built such as Pete has talked about. It stood idly by as Stan Hall was so badly swamped that he could not continue the Cherokee II program. (This must be the one that Pete described as being complex with too many small parts.) It is conceivable that a ship could be designed similar in size and performance to the Cherokee II but having the simpler fuselage construction methods of Pete Bowers' "Fly Baby." Or maybe Pete has something in mind like the old Grunau Baby brought up to date construction-wise and aerodynamically.

Pete did not mention that although the airplane industry as a whole does not wholeheartedly support the EAA, one of the strong supporters of the SSA is Schweizer Aircraft who might lose some of their market if the SSA proceeded along the lines that Pete would like.

If the SSA would ever sponsor a design competition, I will pledge \$10 toward the prize money.

IRA JACOBSEN

3233 Hudson Ave.,

Walnut Creek, Calif.

Dear Mr. Licher:

Three cheers for Pete Bowers!!!

JOE LA LOMIA

Baseview Mobile Home Pk.,
N-49, Emerado, N. D.

Dear Sir:

On January 18th, a group of potential soaring enthusiasts and I took our first demonstration ride at El Mirage Dry Lake. Out of the group of seven of us, five, at least, went away feeling that we had certainly discovered a new adventure. We couldn't wait to get into it.

I bought the January issue of *Soaring* at the field but didn't get around to reading it until a few days later. The first article I dug into was by Peter M. Bowers and may I say that somebody just popped my balloon. First let me thank him for being honest. Actually, the many points he brought out confirmed a number of the doubts that had been in my head for some time.

There are undoubtedly many facts of which I'm unaware, however, the answers to some of the problems of this sport seem almost too obvious. For instance, I thought of two light-weight wheel arrangements for taxiing the plane around the field while I still had the magazine in my lap. As for the plane itself, what's wrong with pre-stamped aluminum ribs that could be slid onto aluminum spars and pinned into place, or has this been tried and proved lacking? It would sure beat hand-sawed sections done one-at-a-time in a shop.

As far as the airports are concerned I have no suggestions because I'm too unfamiliar with that problem; however, if the cost of product and manpower-for-launch items could be licked I wouldn't gripe at getting up an hour earlier and getting home an hour later.

The design of the sailplane is so simple that it's hard to understand why the plane has to be expensive. My group alone could probably come up with two dozen new ones—paying enthusiasts, some of whom would be willing to buy their own



Don Zimmer of Muskegon, Mich., built this Hall Cherokee II sailplane from plans and first flew it last July 14th.