

Letters

Powered Sailplanes

Dear Lloyd:

The reader response to my Dec. *Soaring* published note about powered sailplane information is gratifying. I hereby acknowledge the many replies. Too many to reply to as yet.

As I said, until there is enough interest expressed I cannot afford to organize and reproduce the information in my file. Much of it is not in a directly reproducible form.

I have started to reply to the interested people by a questionnaire seeking what areas of use most people want in powered sailplanes. If the response warrants it, I shall start to edit the material and make it available in some way to those who have expressed interest.

At present my heavy preoccupation with the HP-10 sailplane program prevents me from tackling the powered sailplane material properly. In the near future, and after the questionnaire has added some order to this chaotic question, I will be able to zero in on the problem and put the data in intelligent form.

Any one who has not yet written in may receive the questionnaire by sending two self-addressed envelopes to me at Helisoar Aircraft, Inc., Box 603, Danbury, Conn. Write "Powered Sailplane" on the flap of the envelope. Please be patient and your queries will be processed in order of receipt, as we can get to it.

The results of the questionnaire will be made available to those who assist in replying to it.

STEPHEN DUPONT
Box 603, Danbury, Conn.

Wortmann's Airfoils

Dear Lloyd:

I would like to congratulate you and your staff for the fine job of publishing

Soaring. The article on laminar airfoils by Dr. F. X. Wortmann in the January issue is very interesting. I would appreciate it if you could send me the coordinates of the profiles covered by that article.

It is still not too late for me to change my original design, and maybe I'll make a switch to the Wortmann airfoil. My original plan was to use NACA 63-618. Thank you.

VICTOR SWIERKOWSKI
1321 Rowena Way, Sacramento 25, Calif.

Heresy or Horse Sense?

Dear Lloyd:

More power to Bowers!

Peter Bowers' comments on soaring in the January issue of *Soaring* magazine are the most interesting I've seen in a long time. I feel that he is 100% right. Fortunately he is capable of doing something about a serious problem.

Let's hope there are other people working at expanding soaring activity in equally farsighted ways.

ROBERT F. BUDGE
40 Beechwood Lane, Bristol, Conn.

Dear Sir:

I am 16, and have tried to participate in soaring. I've encountered the barriers that Mr. Bowers has described. I hope that his editorial will influence those who are in a position to change the sport.

MORRIS SHOBER
733 Bryn Mawr Ave., Bryn Mawr, Pa.

Dear Lloyd:

Peter M. Bowers' article, "Some Comments on Modern Soaring—Heresy or Horse Sense?" was most provocative and should rightly cause all of us in soaring to re-examine our progress and goals. I too would like to be able to soar more easily and closer to home, and in higher performance equipment at a lower cost—a dream that mass production might bring.

But even more important are soaring's great assets that I for one do not wish to lose. Thus I would like to endorse Spud Kohler's comments in the

February "Letters." When someone asks why I engage in this wonderful sport of soaring, I of course mention the poetic beauty of silent flight, the challenge of tasks attempted, and the great satisfaction of goals attained. But then I always hasten to remark on the wonderful friendships made among the soaring fraternity. Never have I met so many individuals in any one group that better exemplified the American ideals of integrity, honesty, independence, industriousness and kindness. Most soaring enthusiasts are people whom I am proud to know, and among whom I am glad to bring my children.

Pete implies that soaring in this country is not growing as it should. In 1957 SSA had 1100 members and there were approximately 480 sailplanes and 86 clubs in our country. Today SSA has 4560 members, the sport has 700 sailplanes and 130 clubs. That is progress—perhaps not as rapid as Pete would like but still not to be looked down upon. The soaring movement is growing; by all means let us help it in many ways, each of us as we are most capable. But whatever we do please don't make soaring so easy that any fool who cares only of his comfort and an easy thrill will find it in our sport of the uncommon man.

ROSE MARIE LICHER
12536 Woodbine St.,
Los Angeles 66, Calif.

Dear Lloyd:

Life in mid-20th Century America has become a neon-lit, razzle-dazzle, vacuum-packed, die-cut, push-button, instant-mix paradise in which the guy who still brushes his teeth, goes upstairs or opens cans with his own muscles is looked on as some sort of a nut. Soaring, fortunately, has built-in safeguards against this sort of treatment. It has never been a sport for the make-it-easy-for-me, something-for-nothing, Green-Stamp mentality and, I warrant, never will be.

A Model-T? By all means let us keep our soaring machines simple if we can. If someone, or a design group, can do for the single-place, medium-performance glider something comparable to what Mr. Bede has done for the single-place, medium-performance, light-plane (the BD-1) then we will all profit. But please, let's think at least in 30:1 or better terms.

Growth? Soaring needs people who will profit from the sport and who will be, at the same time, a credit to it. It does not need members strictly for the purpose of swelling the roster.

The problems of ground-handling are so small in comparison to the problems of air-handling, at least in my estimation, that they serve as a relief rather than a chore. Anybody who is unwilling to do a lot of glider pushing should stick close to his throttle quadrant or his easy chair.

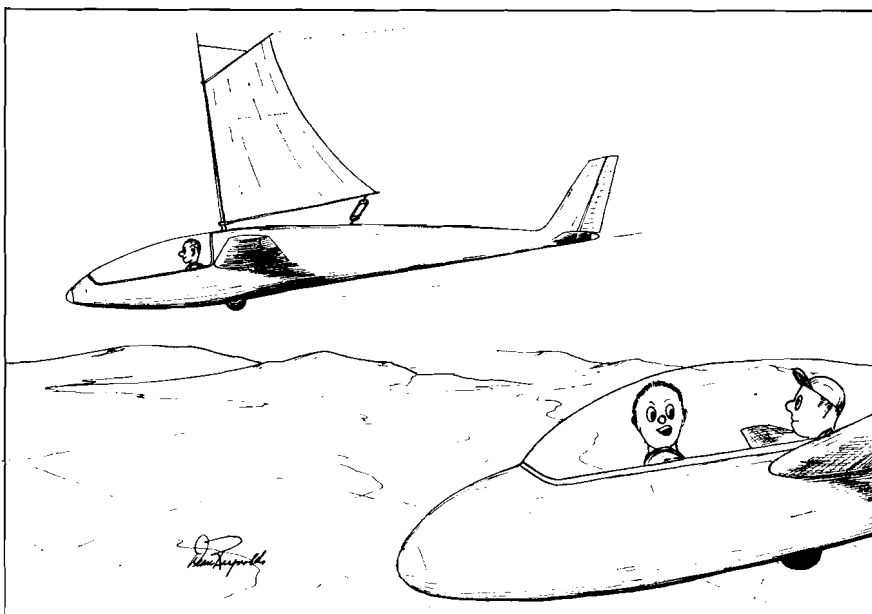
Finally I want it made clear that there is no disrespect intended toward Pete Bowers, whose accomplishments merit great respect. I just disagree with one of his ideas.

RICHARD MILLER

c/o Crayne, 331 Marlowe Dr.,
Oakland 5, Calif.

Dear Lloyd:

"Horse Sense" and "Heresy," the



Now we know how he does so well when there's a cross wind.