

(Foka, Phoenix, etc.) or full depth honeycomb (D34d). Some of these methods are still in the experimental stage, so quite a bit of caution should be exercised when selecting these types of constructions. Another method is simply using heavy skins over a conventionally built wing, but this type will be heavier, but then, you can't get something for nothing.

Summing up, like Mr. Briegleb says, "the proof of the pudding is in the eating." I wish to add, "the pudding is only as good as you make it."

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## Bibliography on Soaring

Recent articles or items on soaring which have appeared in non-soaring publications.

*General Aviation News*, August 17. "U.S. Soaring Team Being Chosen: Icarian Flying Club Plans Benefit Dance", by Shirley Robinson. Front page article describing method of selecting U.S. Team pilots for the World Soaring Championships and plans of the Icarian Flying Club of Van Nuys, Calif. to organize a large benefit dance to help financing the team. Also included is an interview with Executive Secretary, Lloyd Licher, on sailplane classifications, FAI badges and comments by Bud Mears concerning soaring conditions in England.

*The INA Fieldman*, published by the Insurance Co. of North America, June, p.2-9. "Soaring With Schweizer," by Pete Martin. The author, former Senior Editor of the *Saturday Evening Post*, writes of his experiences while visiting the Schweizers in Elmira and the thrill of a first flight in a sailplane with Paul Schweizer. Unlike most "first ride" articles, this is not a gushy, bubbling piece of writing, but an intelligent expression of a mature man enthusiastic over a discovery of a new and untried sensation. Martin leaves Elmira determined to return soon again for another flight. Article is illustrated with a profusion of excellent photographs by INA's photographer, Harry Gehlert.

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