

Letters

Pairs Flying

Sir:

I would like to draw attention to one aspect of international competition soaring in hopes that those men in SSA who traditionally have been involved will give some additional thought to the subject.

I think there can be little doubt that the type of team flying exhibited by the Polish pilots gives outstanding results. In fact, it must offer amusement to the Poles that they first used this concept nearly six years ago with great success and yet none of the other competing countries has been reported using it.

I would like to suggest that perhaps at least a test be arranged to explore the merits of team flying this coming summer. It might be held at one of the common camp sites such as Marfa, Texas, on a non-record type day.

The results and knowledge gained could be recorded for the international team committee to evaluate.

L. GALE ABELS

Boulder, Colorado

Tern Plans

Sir:

When I came across the article "Introducing the Tern" in the February issue I read it with great interest. Although it is mentioned that the Tern is designed for amateur construction, nothing is said concerning either the present or future availability of plans. I am sure there are other readers, as well as myself, who would like to know if and when plans will be offered.

DONALD SHOWALTER

Redding, Calif.

Sir:

Please advise as to where I can obtain more information on this new plane.

PAT HUNGERINK

Grand Rapids, Mich.

★ Mr. Miller advises: Plans and instructions for building and licensing the Tern are presently being produced. The complete information package will include: 1. Assembly drawings of the wings, fuselage and tail surfaces. 2. Large-scale drawings of controls and sub-assemblies. 3. Full-scale drawings of hardware. 4. Full-scale drawings of all wing and tail



Instruments and accessories from Germany at savings. Exporter of used sailplanes. Early delivery dates for new sailplanes available. Write for quotations. Your favorite sailplane modelled:

1/60 scale \$ 4.00; 1/50 \$ 5.00; 1/40

\$ 7.50; 1/30 \$ 10.00 postpaid.

STEVENSON-EBENTHUEER

16 Jaeger St. 8 Karlsfeld
West Germany

ribs. 5. Bill of materials. 6. Pictures of the prototype during construction. 7. Instructions on building and rigging the Tern. 8. List of pertinent information necessary to license the Tern: a) weight and balance, b) specifications, c) flight limitations. These plans will be available for sale by July, 1966. For additional information write W. T. Miller, 1207 Hart La., Warminster, Pa. 18974.

Brickbats to the Editor

Sir:

Aw c'mon! 36 pages total, minus 13 pages advertising and one half page for the masthead leaves 22½ pages of *Soaring*. And the price goes up, up, up. Back to Playboy.

GEORGE E. CODER

Arlington, Texas

★ Aw, c'mon George! You never had a 36-page *Soaring* before (last December). A year ago it was only 28 pages. Those eight extra pages were made possible by advertising; each new ad more than pulls its own weight in editorial lineage. And at 25 cents a copy it's still a lot less expensive than Playboy even if all we have in the center spread are L/D figures.

More Brickbats

Sir:

The quote on page 27 of the February issue of *Soaring* falls, I feel, into the unquotable quote category. The attitude expressed by most people with regard to flying of powerless aircraft is generally that it must be frightening, that especially capable adventurers or "nutty" people are the ones who do fly powerless aircraft.

The excitement of soaring and the avoidance of boredom has nothing to do with fright. It has more to do with the number of variables and the fact that these variables can be examined continuously and they will still present new facets which have not been experienced previously.

The journal should contain articles that can be understood and enjoyed by people who have an interest, but an unfamiliarity with soaring, and should not be frightening nor in the language of pilots at the session after completing a difficult task.

JOHN BAIRD

Sacramento, California

★ Peter Scott has a distinguished war record which makes it difficult to impugn his courage. His career in gliding includes many noteworthy flights and winning the British National Championships. His statement that the stimulus of gliding is fright is probably a minority opinion, but no less valid for that reason. The journal, in the opinion of the editor, should express varieties of individual experience and opinion which may, hopefully, serve to indicate to others that their own reasons for gliding are true only for themselves.

And Still More

Sir:

I protest! Since becoming associated with soaring several years ago I have been an avid reader of *Soaring* magazine. I read it for information, instruction, excitement, enlightenment and general news of the world of soaring. I do not, however, read it for illumination of the drink-

ing habits of certain visiting international champions as you reported on in the January issue, nor the rambling reminiscences of Mr. Wright's travels, nor the number of sailplanes which were pulled up at Marfa during their soaring camp as you so carefully chronicled in the February issue.

I do, and I strongly suspect most of your other readers do also, read it for Miles Coverdale's SAFETY CORNER, which may someday be instrumental in keeping some of us from breaking our necks, or information about the GTA-130 Towplane, the Development of the Dart and the Introduction of the Tern. In other words the 4½ pages of the February issue which were wasted on strictly personal ramblings of interest primarily to the rambler, or catalogue listings of dates in the Marfa Diary could well have been utilized to expand on our knowledge of soaring and sailplanes.

HARVEY SHAMAN

New York, N. Y.

★ Man does not live by bread alone, nor *Soaring* readers exclusively on nuts and bolts. Nuts and bolts we will continue to supply in quantity, but also a little leaven from time to time, lest we end with a lump.

And Still . . .

Sir:

The last issue of *Soaring* expressed some desire on the part of the editor to listen to the suggestions from the readership.

Let me say that I am not so sure it is such a good idea to suppress the section on CLUB NEWS as has recently been done. In the first place people like to see themselves in print, and you can't change human nature. In the second place I do not see any intrinsic difference between the news that "Joe soloed the 2-22 on Sunday" and that "G. Moffat or P. Bikle made a 3000-mile flight from (inevitably) Odessa to San Francisco. As for myself I am equally dis-and/or interested in both.

What I expect from *Soaring* (and please correct me if I am wrong) is more technical papers (or literary ones) rather than personal news however national the editor thinks it is.

There must be in this country experts who can write pleasantly on subjects like:

Infrared Detection of Thermals
Metallic Matrix and Fiber Inclusions
Metal Fatigue
Stress Measurements
Radio Miniaturization
The Ideal Tow Plane
How to Beat the Insurance Albatross

Unless I am utterly wrong those are the papers more likely to interest the average soaring pilot. Without them *Soaring* will incur the danger of becoming merely a trade sheet for manufacturers of soaring equipment at which point everybody should get it free.

JOSEPH M. SEGARRA, M.D.
New England Soaring Assn.

★ Reader Segarra is invited to read "Who You Are and What You Want" in the current issue for an indication of what the average soaring pilot wants and how the editor hopes to provide it.