



Adapting the "One Design Class" to Gliding and Soaring

PAUL A. SCHWEIZER*

THERE are many common bonds between the sailboat enthusiast and the glider devotee. They both deal with the weather and its changing temperament. They are only appealing to the real sportsman for there are many minor discouragements and annoyances that sooner or later eliminate any others. They are both open air sports conducive to health and good clean fun. They are the supreme sports of their elements, the water and the air, and are the best means of training for activity in their respective mediums.

With all of these similarities it would seem that gliding and soaring could well benefit from the long experience of the sailboat fraternity, particularly with regard to means of encouraging the sport through fair competition and reasonably priced equipment. The sailing people have done this through the creation of the "One Design Class" idea. This idea works out as follows:

A group of people interested in a sailboat of a general size and performance get together and form an association to organize and sponsor this class of boat. They may decide upon an available boat or have the boat especially designed and have some boat company or individual build the particular type. When this has been designed, built and tested the design is frozen and specifications and drawings printed up. These drawings are then

offered to members at a reasonable cost which allows the construction of one boat. Each drawing has a different number which acts as the license number and prohibits more than one boat to be built from one set of plans. Manufacturers are allowed to build these boats for sale and included in the price is the cost of drawings, license fee and number. When the boat is ready for launching it is inspected by a representative of the association to check it against the requirements and allowable tolerances of that class. If acceptable it is eligible for all class competition.

The association, which soon has chapters in many places, sponsors regattas, inter-club meets, etc., and each year holds a class championship. From the receipts from drawings, club memberships, entry fees, etc., enough money is usually obtained to employ a paid secretary who takes care of all the paper work connected with the conduct of the association and edits the monthly magazine.

Those in the gliding and soaring world have quite often talked of the possibilities of adopting the "one design class" idea to gliding, but so far not much has come of it. The first real attempt seems to have been the establishment of a "one design class" of sailplane for the Olympic competition. Representatives of several interested countries met in 1939 to arrive at one accepted design which would be built by each country for the Olympic competition. In this way the competition would be one of the skill and knowledge of the individual pilot and not depend upon the design and performance of the sailplane. In the past competition this had not

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