

been the case and those countries with Government sponsored glider programs were able in most cases to take the lead due to their highly developed sailplane designs.

Referring to the 1940 October-November issue of SOARING, we find the following information:

- (1) "The technical examination of the Olympic sailplanes took place at the aerodrome of Sezze Littorio near Rome from February 19th to February 29th, 1939.

At the final voting the committee, nominated by the F. A. I. for the technical and flying examination of the Olympia sailplanes, appointed the sailplane "DFS Meise" (construction Jacobs, DFS- Darmstadt) with a majority of four votes (France, Germany, Holland, Italy) against one (Poland) to be the "Olympia" sailplane.

The hitherto existing type designation "DFS Meise" will be changed into "DFS Olympia."

- (2) Relative to all matters concerning the "Olympia" sailplane commissions included, every national Aero-Club has to correspond exclusively with the Aero-Club von Deutschland, Berlin SW11, Prinz-Albrecht-Strasse 5, "Haus der Flieger."

Unfortunately, the War stopped any further development of this idea. It seems very likely that as soon as conditions are normal again the idea of an Olympic sailplane will again be strongly advanced and it is quite a possibility that the "One Design Class" will predominate in international competition.

Now that the turning tide of the War makes it again possible to start planning for post war gliding and soaring, it seems that it is a good time to look into the "One Design Class" to see whether it can fit into the American Glider picture and perhaps even be the means of speeding up the development of this sport.

Taking advantage of the sailboat enthusiasts' experience a good deal of valuable information can be obtained. They feel that the very important first step to the success of "One Design Class" idea is that they must be sponsored by clubs, associations, magazines and similar groups. They have found that boats sponsored by manufacturers have not been very successful. A "One Design Class" glider must be pushed by some impartial group that sets up the standard of a special design and who are interested in promoting competition in this type of glider. Another point that will arise is how close should the gliders within a "One Design Class" be held? Each owner or manufacturer usually has his little pet ideas which he would like to incorporate in his own ship, however, it is obvious that this has to be limited in some fashion. The boating experience has found that the stricter the control on the "One Design" the more successful the

class. When larger liberties are given, the units within the class no longer really are of "One Design" and there is a chance of discord between owners within the class. It seems that some "middle of the road" policy would be the best, allowing for certain variations to encourage improvements yet controlling these so that the gliders will be basically the same.

One might argue that the "One Design Class" would tend to retard development—new ideas—new designs. It does not seem that this would be the case for the "One Design" only restricts those within its class. By limiting changes it does develop the full possibilities of a given design and in this way actually helps development. The experience and information so obtained is then useful in the development of new models. Substantial changes can be made within a class as long as all are in agreement. The "One Design Class" also provides a means for getting more people into the sport and in so doing it makes possible greater development and improvements. In most cases the "One Design" class of boats is just a stepping stone to a larger and improved boat.

Although it seems that the "One Design Class" idea should well suit gliding and soaring, there are some problems to overcome that do not exist in sailboating. An important one is the fact that all gliders and sailplanes must be licensed by the Civil Aeronautics Administration, and this requires considerable technical and engineering work, and secondly, for safety reasons it is important that proper material and care be used in the manufacture of gliders and sailplanes. This tends to increase the cost of equipment over what one might expect, and the length of time necessary to develop a new design. However, with production methods there is no reason why low priced, safe gliders can not be produced. Gliding will take a longer while to become as popular as sailing for it has to overcome a certain amount of prejudice and fear of flight. Boats are an accepted fact for they have been around since the beginning of man. Gliders are relatively new and although they are rapidly becoming more common there still is a long way to go to make them as commonplace as boats. There are no doubt other problems that will come up, but there is no reason why they can not be worked out without trouble.

From the above it would seem that the "One Design" class glider can be an important factor in getting post-war gliding started on the right foot. If several proven gliders can be made available as "One Design" types, it will answer the immediate demand for gliders and eliminate a large percentage of the "backyard design" variety which can only have a bad effect upon the progress of the sport. The demand for these gliders exists right now and is growing fast. It will take some time for manufacturers to get into real production on all types of gliders

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