

## A "One Design" Class for Gliding and Soaring

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and there are very few drawings available of proven ships.

It would seem that in order to get things going as quickly as possible and meet the great demand for adequate gliders some of the present designs could be used. Efforts should be made to try to adapt some of the present designs to the "One Design Class." It would seem that the Olympic sailplane would be the obvious sailplane to start with for the high performance ship. A modification of the Grunau Baby type would be well suited for an intermediate sailplane, and the need for a Utility type might be met by modifying the Franklin type glider for production.

It is admitted that these do not necessarily represent the ultimate in design, but it appears that in the interest of progress that it would be better to start with a well known ship which has been thoroughly proven instead of taking considerable time and delay to develop new types which may still have to be proven and may not be adaptable to the "One Design Class." It is felt that once a few classes are established many others will quickly come. This will in no way hamper design improvements but rather on the contrary it will increase interest due to the extent that it will enable a much greater amount of research and development.

If it is generally agreed that the "One Design Class" has possibilities, and can help soaring progress then the Soaring Society should take definite steps to get this going. We feel that the following steps should be taken:

- (1) That definite effort be made by the SSA to interest associations, societies, magazines, etc., to sponsor the "One Design Class" of sailplane, and that a committee be appointed to carry out this work.
- (2) That studies be made by the SSA committee to find out what present types could be used or adapted with some redesign, and to see whether the design rights would be available.
- (3) That the SSA carry out the establishment and sponsor one or more "One Design Class" gliders.

In closing, it seems that the "One Design Class" has a definite place in gliding and soaring and that it can be a big help in expanding the interest in this sport. It also opens new possibilities in National and International competition which will let this excellent sport really come into its own. It is hoped that this paper may be of some help in arousing interest in the "One Design Class" so that action can be taken to speed the day of "One Design Sailplane."

## The Philadelphia Glider Council

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gliders, attendance was excellent. In addition to a good representation from Philadelphia, groups arrived from Elmira, New York, New York City and Wilmington, Delaware. Although no announcement of the gathering was made in the newspapers, approximately 150 cars were counted in the parking area at one time.

A familiar sight to many of the old timers at the meet was the graceful Chanute, formerly owned by Jack O'Meara. This 52 foot span sailplane is now owned by Roscoe Christman and Al Kraus of the Philadelphia Glider Council.

Highlighting the flying activity were Navy glider operations under the direction of Captain Ralph S. Barnaby. To all gliding and soaring enthusiasts, Captain Barnaby's name is a by-word. He has played a prominent role in the development of both civilian and military gliding.

On Saturday, and again on Sunday, two Navy Pratt Read gliders were airplane towed from a nearby Naval Air Base. The tow ship was a Navy N-5-N piloted by Major Figley who has been a glider pilot for many years. These twoplace, side-by-side Navy gliders were airplane towed again and again to an altitude of three or four thousand feet. Captain Barnaby and Major Figley demonstrated the performance and maneuverability of these ships in graceful soaring flight and precision stunt flights which were of particular interest to the spectators.

Field conditions during both days were muddy. During the nights, the temperature dropped to below 20° F, but the frozen ground was soon softened in the noonday sun. The fact that the field had recently been harrowed and seeded accounted for the absence of turf on most sections. Because of the mud, auto tow after 11 A.M. was impossible. A winch was used to launch the utility gliders and the Chanute, although retrieving in the mud presented a major problem. A Navy Jeep, with its four wheeled drive proved best suited for this work.

Saturday evening was given over to a dinner held at the Hotel Chalfont, Chalfont, Pa. Reports were given of the probable activities to come in the different area. Lew Hull reported for the Philadelphia Area, Emil Lehecka for the New York City Area, Paul Schweizer for Elmira, Vic Saudek for Wilmington and Ed Replogle for the newly formed club at Fleetwing, Bristol, Pa. After dinner a bit of hangar flying was done.

All in all it was a most successful initial meet at the Philadelphia Gliderport and everyone who participated hopes that this is but the first of many even more successful ones to come.