

# The First World Championship Soaring Contest

By CAPT. RALPH S. BARNABY USN (Retired)

Last summer it was my privilege to attend the first World Championship Soaring Contest, in Orebro, Sweden, where I served in the dual capacity of U. S. Naval Observer and U. S. Team Captain.

While there have been several International Soaring Competitions prior to 1950, this was the first to be held since the FAI Gliding Committee meeting in Cleveland, September 1949, where the idea of a "World Championship" was crystallized, — hence the title, — "First World Championship Contest."

With Wally Setz, I flew to England via MATS where, after a few days visit at the Royal Naval Air Station, Gosport with Lieutenant Comdr. J. S. Spronle, RN (A), and at Fleet with Group Captain Christopher Paul, RAF, we went to the Red Hill Airport, headquarters of the Surrey Gliding Club, rendezvous of the British Gliding team. Here we joined up with Mrs. Anne Douglas, the British Team Captain; Mr. Phillip Wills, the British National Champion; Mr. Lorne Welch, instructor at the Surrey Gliding Club, and Flight Lt. Jack Forbes, RAF. The fourth member of the team, Flight Lt. Peter Mallet was to join us in Sweden. Together we proceeded with automobiles and trailer-borne sailplanes from Red Hill, which is due south of London over to the Tillbury docks located about 25 miles down the Thames from London, whence, after the automobiles and gliders had been loaded and secured, we sailed at 8 p.m. Wednesday, June 28th, on the Swedish Motorship "SAGA," bound for Goteborg. In the party also were Lady Alexandra Kinloch, Secretary of the British Gliding Association Mrs. Phillip Wills who acted as Phillip's Crew Chief, and Dr. Allan E. Slater, former Editor of "Sailplane and Glider," presently on the staff of "Aeroplane," in addition to the men who made up the crews for the several contestants.

The trip was calm and uneventful and we disembarked at Goteborg in the rain early Friday morning, June 30th, where we were greeted by a group of Swedish Gliding people, and invited to spend the next two nights at Karlstadt before proceeding to Orebro, since the contest's rules forbade arrival of contestants at Orebro prior to Sunday, July 2nd. Here we learned that Paul MacCready had made a 225 kilometer flight from Aleborg to Vasteras in his new Weihe. The drive from Goteborg to Karlstadt which lies on the northern side of Lake Vannern, Sweden's largest lake, was through rolling farm country reminiscent of the Lancaster, Pennsylvania country and was very enjoyable. It was about 150 miles Wally Setz and I rode with Phillip and Kitty Wills in their tow car. At Karlstadt we were joined by the fourth British pilot, Peter Mallett and his crew, Doug Campion and Ed Twis.

Sunday, July 2nd turned out to be a fine day with blue sky and a south west wind and little clouds popping

here and there. Wills, Welch and Mallett decided to try the remainder of the trip to Orebro, about 112 kilometers, by air. Welch and Wills were launched by airplane tow and Mallett by car. Wills had a little difficulty getting away, getting down to as low as 500 meters over Karlstadt but finally picked up a thermal and before long all three had disappeared to the Eastward. The rest of us continued over the road. Upon arrival at Orebro at about 6 p.m. we learned the three British sailplanes had arrived around 3 p.m. We also learned that Paul MacCready had soared in also, some 90 kilometers, from Vasteras bucking a 20 knot wind all the way. Apparently, "getting the hang" of his Weihe hadn't troubled him much.

At a school in Orebro, rooms had been arranged as barracks, and the contestants, their crews, and such officials as desired, were housed there. Wally Setz and I had arranged for a room at the Stora Hotellet, Orebro's principal hotel. Mrs. MacCready, Sr., Mrs. Klemperer, Lady Kinloch and Dr. Slater also were at the hotel. Books of tickets obtained for a nominal charge were recognized at a cooperative cafeteria about halfway between the hotel and the school house, and a special room was provided where we all ate together. The food was plentiful and very good, once one got used to it.

Sleeping, at first, was difficult because of the light. Orebro is pretty far north, better than 59 degrees, and during early July it just doesn't get dark. When we arrived there, one could drive all night without needing headlights.

Monday, July 3rd, was devoted to registration, and familiarization flights for the contesting pilots, in which each visiting pilot was taken up and flown around the airport vicinity as passenger in a two-place Kranich sailplane with a Swedish pilot. Paul and the three British pilots who had flown in, passed up that part of the program. Paul, however, made a flight of two hours that evening from 9:00 to 11:00 p.m. Tuesday, the contestants were permitted to make familiarization and check flights in their own sailplanes.

Thirteen countries submitted entries for this contest. Two, however did not show up. Poland entered five pilots and sailplanes by name, but the week before the contest, withdrew "Because of technical difficulties!" Egypt had one entry, but he never appeared. The eleven countries which actually competed were: Denmark, Finland, France, Great Britain, Holland, Norway, South Africa, Sweden, Switzerland, U.S.A., and Yugoslavia.

There were 29 competing pilots as follows:

The Weihe flown by Paul MacCready was built in Sweden, and completed only a week or so before the contest. Paul had the use of it for the contest, after which it became the property of a Swedish gliding club at Malmo. In view of its hurried completion, and the fact that he

had never flown it, or, I understand, any one of its type, until his arrival in Sweden two weeks before the contest, Paul's performance was quite remarkable. After working day and night to speed the completion of the ship, and after making a few preliminary hops, Paul made the 225 kilometer flight and the 90 kilometer flight previously referred to, and was on hand at Orebro ready to go Sunday, July 2nd.

The management of the contest was in the hands, principally of the Royal Swedish Air Force with Major General Paul R. of Uhr, Commander of the First Air Group, as Chief Judge, assisted by Lieutenant Colonel Wynblad, Captain von Essen, and Captain Karlsson. Colonel C. O. Huggesson served as Clerk of the Course, with Mr. B. C:son Bergman as Secretary of the Meeting and Mr. B. Florman as Chairman of the Organization Committee.

Nine Focke-Wolf "Stieglitz" Royal Swedish Air Force primary training planes with 160 H.P. BMW engines, resembling in appearance our own Stearman or Navy N3N trainers, and flown by Air Force pilots, were used for towing. Each contestant was entitled to three tows per contest day.

The Competition itself consisted of six contest day. There was three event categories:

## I.—Combined Distance and Altitude Flights

In this category the pilots could go in any direction, and points were awarded for both distance and altitude, based on the following formulae:

$$\text{Distance points} = \frac{F_d \times (D - 20)}{\text{factor}} = \frac{F_d \times D}{\sqrt{D_m}}$$

where  $F_d$  = the day's distance

$$D_m = \text{average of the three longest distances flown during the day.}$$

$$D = \text{the distance in kilometers.}$$

$$\text{Altitude points} = \frac{F_h \times H}{\text{factor}}$$

where  $F_h$  = the day's altitude gain factor.

$$= \frac{f}{\sqrt{H_m}}$$

$$H_m = \text{average of the day's three best altitude gains during the day.}$$

$$H = \text{Altitude gained.}$$

## II.—Distance Flight to Goal Pre-Determined by the Pilot

$$\text{Distance points} = \frac{F_d \times (P - 20)}{\text{factor}}$$

where  $F_d$  = the day's distance

$$= \frac{10}{\sqrt{P_m}}$$

$$P = \text{straight-line distance from take-off to goal or point beyond goal.}$$

$$P_m = \text{average of the three longest}$$

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distances flown during the day.

### III. - Race to Goal Pre-set by Clerk of Course.

Speed points =  $F_v \times V$

where  $V = \frac{D}{T}$

and  $D$  = distance between centers of take-off and landing  
 $T$  = time in hours from release to landing.

$$F_v = \frac{15}{\sqrt{V_m}}$$

$V_m$  = average of three highest speeds of the day.

The category of the day was announced by the clerk of the course each morning at the pilots' meeting after meteorological report.

The meteorological service was provided by a Royal Swedish Air Force unit. The reports read in the two official languages of the con-

test, English and Swedish, and each contestant was furnished a dittoed copy of the report. These reports were quite complete and I believe could well be the pattern for such a system at our own contests.

At the top of the page was a simple sketch indicating clouds with base and top altitudes shown at different times during the day. Under this was the forecast. Below is a typical one for July 7th, the day picked for the speed dash to Lidköping, 142 kilometers southwest of Orebro.

#### General Outlook

The High with center northwest of Norway is moving northeastwards and causes weak winds from northeast to east over Sweden.

#### Soaring Forecast

The convection currents will start at a ground temperature of 15 degrees C with the cloud base of 800 m. At a ground temperature of 16 degrees C (at about 9 o'clock) cloudbase 1000-1200 m, tops 2200 m. When the

temperature reaches 20 degrees C (at about 12 o'clock) cloud-base 1500-1700 m and then some of the tops will break through an inversion between 2100 and 2400 m and reach 3500-4000 m. From these clouds some light showers. Dry thermals (at about 20 degrees C ground temperature) 2-4 m/s cloud thermals 4-6 m/s. Moderate icing in clouds 2400-4000 m.

#### Wind

500 m	70-50 degree
1000 m	70-50 degree
2000 m	60-40 degree
3000 m	50-40 degree
4000 m	weak changeable
15-25 km/h	-14 degr. C
15-25 km/h	-10 degr. C
20-30 km/h	-1 degr. C
20-30 km/h	-6 degr. C
	-10 degr. C

The Fourth of July was duly celebrated by the setting off of a bunch of firecrackers and other miscellaneous fireworks under the windows of the British team at the school house barracks that evening by certain members of the U. S. Contingent who shall be nameless, since it nearly provoked an international incident, — not by the Britishers who took it all in good spirit, — but by the Swedish officials and police whose sense of humor seems to follow different lines!

The Competition was officially opened on Wednesday morning, July 5th, with flag raising ceremonies and an address of welcome by Major General of Uhr. The teams were lined up before the flagpoles upon which had been raised the flags of the competing nations, and the General greeted personally each team captain, competitor, and crewman.

The meteorological briefing followed. A category I day was declared, and the contest was on. Launchings started just before 11 a.m. and all 29 contestants were away by 12:20. The weather could be described as fair to good.

When the category was announced, a time at which contest launchings would start was also given. Contestants were allowed to pick their own starting times thereafter, the clerk of the course having the authority to decide exact order should several contestants ask for the same time. This was decided in general on the sequence of the requests. With nine tow planes the launching rate could be such that delay from one's desired take-off time was a few minutes at most. This system seemed to work quite satisfactorily.

On this first day all launchings were successful, and no contestant returned to the field.

When the first day's results were in, Alm of Sweden was in first place with a distance of 284.5 kilometers and a maximum altitude gain of 3030 m. and a resultant point score of 138.127. Paul MacCready was second with 246.5 kilometers, 2885 m, and 123.712 points. Nilsson of Sweden was third with 261.3 km, 2120 m, and 113.712 points.

Thursday, July 6th, was declared a pilot-selected goal task day, Cate-

Competition No.	Pilot	Type Glider	Nation
1	Jensen	Hutter 28	Denmark
2	Rasmussen	Fi-1	Denmark
3	(Egypt did not appear)		
4	Haltiala	Weihe	Finland
5	Temmes	Weihe	Finland
6	Fantielles	Arsenal 4111	France
7	Lambert	Air 100	France
8	Lepanse	Breguet 900	France
9	Forbes	Weihe	Great Britain
10	Mallett	Gull IV	Great Britain
11	Welch	Weihe	Great Britain
12	Wills	Weihe	Great Britain
13	Kleyn	Fokker Olympia	Holland
14	Mafotaux	Fokker Olympia	Holland
15	Hayden	Olympia	Norway
16)			
17)			
18)	Withdrew before contest		Poland
19)			
20)			
21	Lasch	Air 100	South Africa
22	Alm	Weihe	Sweden
23	Lof	Weihe	Sweden
24	Magnussen	Weihe	Sweden
25	Nilsson	Weihe	Sweden
26	Persson	Weihe	Sweden
27	Gehriger	Weihe	Switzerland
28	Legler	Moswey III	Switzerland
29	Maurer	Moswey VI	Switzerland
30	Ruckstuhl-	Moswey III	Switzerland
31	Schackenman	Air 100	Switzerland
32	Comte	Moswey VI	U. S. A.
33	MacCready	Weihe	U. S. A.
34	Arbajter	Weihe	Yugoslavia
35	Borisek	Orao II	Yugoslavia

Twelve types of sailplanes were used, the Weihe being by far the most popular.

Type	Number In Competition	Design	Design Date
Weihe	13	German	Pre-World War II
Olympia	3	German	Pre-World War II
Air 100	3	French	Pre-World War II
Moswey III	2	Swiss	
Moswey IV	1	Swiss	
Moswey VI	1	Swiss	
Hutter 28	1	German	Pre-World War II
FI-1	1	Swedish	Pre-World War II
Arsenal 4111	1	French	Post War
Breguet 900		French	Post War
Gull IV	1	British	Pre-World War II
Orao II	1	Yugoslavia	Post War

gory II. Launchings started at 10:45 a.m. There was a NE wind, and it developed later that most pilots declared for goals along the west coast of Sweden, from Goteborg south. The goals, of course, were not disclosed until all pilots were away. The rules required that the goals be picked from a list of approved goals which had been selected before the contest on a basis of accessibility, services, etc. All goals were at established airports. These goals were all marked on the official maps furnished each pilot and there were available for reference large scale maps of each site.

Of the 29 sailplanes launched, 19 reached their goals, all more than 222 kilometers away. Eleven declared and landed at the Torslandia Airport at Goteborg, a distance of 263.3 kilometers. The longest goal flights completed were to Varberg, 293.6 kilometers, and were made by Nilsson and Persson of Sweden, Fontiell and Lambert of France, and Forbes of Great Britain....

Paul MacCready, according to his later story, selected Varberg as the logical goal, but as I understand it, his map was blurred or smudged at that point and he did not identify it as an authorized goal and so picked a designated one down to the south of Varberg, toward the southern tip of Sweden. He failed to reach this goal, landing at a place south east of Varberg, 278.4 kilometers from Orebro. Ironically, he was at one time within easily gliding distance of the Varberg goal.

The day finished with Nilsson of Sweden leading, with a total contest score of 304 points; Persson of Sweden, second with 289 points; Fontiell of France, third with 279 points. MacCready dropped into sixth place with 270 points.

With the exception of Forbes, the British team had very hard luck, Mallett lost his cockpit enclosure in flight, and landed short of his goal. Both Welch and Wills also fell short, and, to add injury to insult, on the retrieve by trailer the wings of Wills' glider were damaged when his trailer received structural damage from an unusually bad road bump.

Friday, July 7th was a Category III day, — speed dash to a goal selected by the Clerk of the Course. The goal picked was Lidkoping, 142 kilometers southwest of Orebro. Launchings started at 10:30. MacCready was launched at 11:06, located a thermal over the center of the field and circled right up to cloud base at about 1000 meters altitude, and then struck out in a straight line toward his goal. Several contestants, who had lost time milling around over the field looking for good thermals, returned for relaunchings.

Mallett and Wills were late starters as a result of their mishaps of the day before. Improbable as it may seem, though Mallett was flying over country largely wooded, along the south edge of Lake Vanern at an altitude of 1000 meters when he lost the Plexiglas enclosure from his cockpit, it was found, recovered and repaired so that he got away on the speed dash early in the afternoon.

The Swedish repair crew worked all night and all morning repairing the damaged wings of Wills' ship and had him in the air shortly before noon.

When the results were in, it developed that MacCready had made the fastest time, 1 hour, 39 minutes, 32 seconds, — almost 10 minutes faster than his nearest competitor, Borisek, the Yugoslav flying the Orao II and 15 minutes faster than the nearest competitor flying the same type ships as MacCready. This win raised MacCready's standing to third place, — first and second places still being held by the Swedes, Nilsson and Persson.

Saturday, July 8th, was declared a rest day, and no contest flights were made.

Early morning conditions on Sunday the 9th were poor. The pilots' meeting and announcement of the task was delayed until 11 a.m., at which time another category III day was declared with the goal for the speed dash set as Norrkoping, 96 miles to the southeast. Take-offs started at 12:30. Here again MacCready took the lead, beating his nearest competitor, Nilsson of Sweden, flying the same type sailplane, by nearly eleven minutes, or by an average speed of 11.3 kilometers per hour. At the close of the day the top standings were:

1. MacCready .....557.24 points
2. Nilsson .....545.99 points
3. Borisek .....525.79 points

There followed four days of bad weather during which Wally Setz and I took the opportunity to run over to Stockholm and do a bit of sight seeing. In addition, through the kind offices of Frank Piasecki, who wrote of my visit to Bo Lundberg, Director of the Aeronautical Research Institute, we had the opportunity of spending a very interesting day at that installation.

Friday, July 14th, was the next contest day. Category I was selected, and launching started at 9:30 a.m., the earliest starting time to date, Paul MacCready was the fifth off at 10:06. Conditions were marginal, and on no previous contest day had so many sailplanes been still within sight of the launching field an hour and a half after launchings started. Several came back for new starts, — Lasch, the South African, had one re-launch; Arbajter, the Yugoslav, two; and Maurer, the Swiss had his full quota of three.

Again Paul MacCready stepped out in front, covering a distance of 326 kilometers and achieving enroute an altitude gain of 2520 meters. Nilsson, again his nearest rival, made 288 kilometers and an altitude gain of 2380 meters. The standings at the end of this fifth day were:

1. MacCready 691.78 points.
2. Nilsson 667.02 points.
3. Persson 614.18 points.

Saturday, July 15th, was the sixth and final contest day. Conditions were fair to poor, with southeast winds. A Category II, pilot-selected goal, was announced. Launchings started at 9:15. MacCready was third off.

Since rules forced the crossing of national boundries, and since distance was the chief desire, the exist-

ing wind and weather conditions dictated goals to the north and north-east. This put the flights over the roughest and worst terrain of the contest. Designated goals in this area were few and far between. Nilsson landed 427.6 kilometers away, almost due north of Orebro; Borisek landed near Ostersund, also north of Orebro a distance of 412 kilometers; MacCready landed west of Sundsvall, a town on the east coast of Sweden about 350 kilometers up the coast from Stockholm. His distance was 342.1 kilometers north north-east of Orebro. None of these three reached their declared goals.

With the points acquired on this last day, the final standings were:

1. Nilsson of Sweden 866.75 points.
2. MacCready of U.S.A. 842.99 points.

3. Borisek of Yugoslavia 778.48 points.

Fifteen of the contestants reached their declared goals. All these were the same goal, Orsa, 216.6 kilometers north of Orebro. In spite of the rough terrain, no sailplane was damaged, although 13 landed at points other than official goals. In fact, the only real "washout" of the contest was the Breguet 900 which Lepanse wrecked pretty completely on the fifth day, landing in "the rough." Lepanse himself was unhurt.

While Paul MacCready was the only real U. S. entry, Rene Comte, flying the Swiss Moswey IV, was also listed as a U.S.A., contestant. Actually Comte is Swiss, and was flying a Swiss sailplane. Each country was allowed a maximum of five entries. The Swiss Aero Club picked a five man team which did not include Comte. He then requested permission from the Royal Swedish Aero Club as host club, from the FAI as the governing body, and from the Soaring Society of America for permission to use one of the U.S.A.'s unused allotments. The rules did not forbid it. Comte had flown in this country and was a member of the SSA. None of the contesting nations objected, and his request was approved. It is interesting to note that only one of the Swiss team, Gehriger, finished ahead of Comte. Gehriger placed 8th. Comte was 12th, and the other members of the Swiss team placed 19th, 20th, 22nd and 23rd.

It was a great disappointment to the European contestants that no U.S. designed and built sailplanes were present. They had all hoped to see at least one of our Schweizer all-metal sailplanes. I believe a Schweizer 1-21 or 1-23 could have made a very creditable showing in this contest.

On the other hand, it was a great tribute to Paul MacCready's skill as a pilot that he was able to make such a splendid showing with a sailplane of the same type as that used by twelve of his competitors, particularly since it was a type he'd never flown until his arrival in Sweden.

Part of the credit should also go to Dr. Gus Raspert, under whose direction a very careful and thorough "Cleaning up" job was done on Paul's "Weihe", which must have made its performance measurably better than the others. A nose pitot was sub-

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## LETTERS TO THE EDITOR

Dear Editor:

The action of the S.C.S.A. calling for more regulations on top of the recent ones promulgated by the S.S.A. demands that we evaluate our entire approach to gliding and soaring. It is ironic that these additional regulations are asked for in the name of safety when the facts, our accidents, show that our safety record is hurt, the little fact it is, by our experienced pilots who can more than meet the regulations.

But, basically, what does the S.S.A. represent—a profession or a sport? — commercial aviation or an amateur phase of aviation? Our answer to this should be carefully thought out and stated.

If we agree that we represent a sport and the amateur phase of aviation, then we should resist all efforts to impose more restrictions. In fact, we should fight for the elimination of the present regulations such as the flight instructor category, the more severe flight test, etc.; which will impede our growth.

The present trend, if not checked, will reduce our numbers to a few highly skilled pilots! It is a *sorry* spectacle to watch this inbreeding which is making us more and more of an exclusive group.

And, mind you, this trend toward severe regulation is in the name of safety. There seems to be in our midst those who like to glory in the "dangers" of soaring, and, to impress their fellows, want the regulations to bear witness. These "croakers" in our midst will not and cannot prove that our present glider pilots are unsafe just because they cannot do lazy eights, or 60" spiral turns, or did not have a physical examination or the benefit of the guidance of a rated flight instructor. If they can be made to look at the ac-

cident record they might conclude that all pilots experienced enough to meet every one of these present and proposed regulations should be grounded for the sake of safety.

There is another fundamental point of view. Our country was the haven of free, individual enterprise in a world bogged down by one restriction after another. In the last two decades our country has imported regulation after regulation changing our American way of life to the European patterns. Surely the S.S.A., composed of the last group of pioneers, should be the last to seek or back regulation for the sake of regulation!

This theme can be expanded to make a book length letter. For instance, shall the S.S.A. "front" for would-be commercial enterprises in gliding and soaring? Is the S.S.A. honestly interested in promoting policies that would encourage and make it possible for youngsters to join our fun or is it to be the policy of the S.S.A. to sponsor conditions which will preclude the possibility of youngsters taking to gliding?

Then consider England, which counts its glider pilots in the thousands, whereas we count ours in "Tens." On February 4, 1949 it did away with licensing of non-commercial glider pilots and of the flight instructor rating, and in June 21, 1950 England did a way with registration and airworthiness certificates for gliders. Can anyone show that England's glider accident record has become worse in the two years of the non-licensing of pilots?

Our S.S.A., representing as it does soaring on a national scale, must take the long range point of view.

Thermally,  
BEN SHIPACK.

### ● *World Championship*

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stituted for the standard pitot-static head for the airspeed indicator. The aileron gaps were closed by flexible aluminum strips, and all other openings and gaps were sealed with masking tape. Even the canopy was sealed in place after the pilot was in the cockpit. According to Dr. Raspet this attention to detail raised the maximum glide ratio from 29 to 1 to 31 to 1, by actual measurement. The gain in high speed performance was even more important, since in competition a sailplane is usually flown at speeds well above that for best glide ratio. In addition, Mac-Cready's Weihe was polished to almost a mirror finish. All of the above must have played an important part in its superior performance, particularly in the speed dashes.

Of particular interest was the new Yugoslav "Orao II" flown by Borisek. "Orao" means "Eagle." The "Orao" was designed by Dr. Boris Cijan and Mr. Stanko Obad, who were present at the contest. Dr. Cijan was elected a Trustee of OSTIV at

the meeting held during the contest. He is a most attractive gentleman, and has written a very comprehensive book on sailplanes. Because of Orao's advanced design, it was the center of great interest. Its high standing in the competition was a tribute to its designers and to the skillful piloting of Borisek. It is indeed a sad sequel that he should have been killed in a crash of this same sailplane in Yugoslavia not long after his return from the contest.

Because of the great interest shown in this sailplane, Dr. Raspet arranged, with the cooperation of Dr. Cijan, for a comparison flight test between the Orao II and Paul Mac-Cready's Weihe. An interesting report on these tests was given in the July-August 1950 issue of SOARING.

Another new design was the Breguet-900. While Lépense, the French pilot who flew it, had a series of mishaps culminating in the landing accident which put the entry completely out of the running, the sailplane was interesting and better designed, than its performance in the contest would indicate.

### AERONAUTICAL ENGINEERING SOCIETY

Massachusetts Institute of Technology  
Glider Club  
Cambridge, Massachusetts

Dear Editor:

In past years the A.E.S. used to be a regular contributor to the news columns of Soaring, but we seem to have been quite negligent of late. This letter is to bring anyone who is interested up to date on our activities at M.I.T.

In 1947 we lost our long wing Franklin, purchased from Airhoppers, in a battle with a tank trap on the edge of Fort Devens, Cape Cod, Mass. Needless to say, the ship came out a poor second. For about a year, the club was without visible means of aerial support until we acquired a Schweizer 2-22, and were able for the first time in the history of the club to give dual instruction. The ship was used for two years until in April, 1950, when a student on a solo hop misjudged her altitude on the final approach and dove into the ground from about ten feet, necessitating major repairs to the right wing and nose. It is a tribute to Schweizer workmanship (and to shoulder straps) that the damage was as light as it was. The ship was rebuilt, partially at Schweizer's and the rest by us. In the meantime we had found a 1-19 and immediately purchased same.

The fall of 1950 found us in good financial shape with two ships, a winch, and the use of a tow-plane. Another opportunity came our way last fall. The Altosaurus Club made up of members of the Meteorology Department at Tech had a Schweizer 1-7 and a Cadillac winch which through lack of time on the members' part were not being used. We approached them with the idea of consolidating the two clubs and found them willing to sell out their interest in the equipment since there were only three members left in the club, so we acquired the equipment.

About this time I can imagine someone saying "Where do they manage to dig up all the money?" or some similar exclamation. To tell the truth, we are quite proud of our planes and also of the fact that we purchased the three Schweizers and the Cadillac winch for the grand total of Seven Hundred (Count 'em boys) dollars. Maybe it was Yankee dicker, but I think it was plain (or plane) luck. This also included trailers with each glider.

We do as much of our own repair work as is possible under the CAR and have the personnel of the Aeronautical Engineering Department and also Helioplane Corporation to fall back on for advice and some material help from time to time.

Our primary aim in the club is to teach people to fly. Any soaring comes second. We have had very good success in this respect. Our membership at the present time is about 45. Since we have a virtual monopoly on organized gliding in New England, we are always in the position of having to turn people away to keep the club from getting too large. There are quite a few of

# Help Fund The Future of United States Soaring Teams...

As you have just read our soaring teams have a long and proud history of international participation. Over the last several years the opportunity to compete internationally has grown as more classes become sanctioned by the FAI. More teams and eligible pilots puts the title of World Champion within the reach of entirely new segments of the soaring community including Club, World and Junior pilots. The chart above shows when each FAI class participated in their first World Gliding Championship. Notice the recent growth in classes and events.

FAI Classes Eligible for Competing in World Soaring Championships		
Class	Year	Championship
Open	1937	Germany
Two Place*	1952	Spain
Standard	1958	Poland
15-Meter	1978	France
World	1997	Turkey
Junior	1999	Holland
18-Meter	2001	Spain
Club	2001	Australia
Feminine	2001	Lithuania

\* Eliminated 1958

## An urgent need...



More teams, eligible pilots and international events have stretched team funding well past the breaking point putting our teams ability to compete internationally at risk.

## Contributions make it happen...

While many competing teams receive government assistance our teams rely on a mix of direct contributions and perpetual trust income to compete internationally.

Direct contributions are immediately available to the team at their full value. Participating in the SSA sweepstakes, buying a raffle ticket at a contest or sending a check to the SSA for team funding are all examples of direct contributions so critical to fielding our soaring teams. Perpetual trust income has become increasingly important to fielding our teams internationally. This type of contribution is perpetual as the funds are invested with the income used to sponsor teams perpetually. Robertson Trust contributions provide a critical, stable, long-term, source of team funding.



## A long term strategy?

Since both types of contributions are tax deductible, a long-term contribution strategy to minimize tax burden and maximize support might incorporate comfortable direct contribution every two years and larger, trust contributions with less frequency. How much to contribute is determined by each of our individual circumstances. Every dollar counts.



## Now is the time...

Not all competition happens in the air. Often it is what happens on the ground months before World Soaring Championships that makes the difference.



Adequate team funding is where it all starts. Our international competitors are doing what it takes to compete and win and so should we. If our soaring teams are going to compete internationally they need our support. While most of us can't be in the cockpit we can still do our part to make sure our pilots have the opportunity to compete and win.

Please make a direct contribution to the U.S. Soaring Teams or a perpetual contribution to the Robertson Trust today!

### Robertson Trust Contributions

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### Direct Contributions

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