Dec. 31, 1997

Hello Art P.

This may come as a shock to you, but, I am alive and well and keeping a positive commitment to answer your letter before years end.

You journal from October was quite extensive.

It's good to see you have actually evolved in Dimant Core and preservation and haven't forgotten me. I will respond to all the questions I can answer and fill in connected data and other missing Dimant Historical information. To simplify things, I am sending back your Info Pack with reference monographs and comments on the packs and resource sites.

First the personal messages:

Hats off to you in keeping strong for your family. With Shoksa and your health in question, you've got to be one stressed young man!

Hope you got your wish "анимайле" means option to get away from earthly things for awhile. Your mushroom park (or should I say "f" shaped) is the second one that I know of. Congratulations on your efforts toward compact.

Remember that I designed and used at Tepnecapi, the only poison wine case for Dimant 520 wines. I've been assembling minds "by myself" since 1989.

—one—
As for selling your sails, it's nice to know that someone else values the "moment" ship that much.

You can always promise first right to purchase to your fanatic, but not until you really want to say goodbye.

If you hear from George Wiatrek, tell him well from me. I am currently not seeing but will return to sailing when time and finances permit. Both dimmants are still in the family and owned by my sister. The stuff I sent to this magazine (Whitaker Sailing Association) is Dimman historical stuff I have collected over the years. I addons really "controlled" the lovelly photos that together Dimman clan, if you want to start a newsletter or internet site, "here at it!" to forward your interests I will send you the last list of U.S. owners and their addresses. Good luck keeping track of ownership changes! MAKE AN ADVERTISEMENT FOR DIMMAN OWNERS IN "SAILING" would help? I'll also send you the last "International" Dimman list, minus the U.S. sailmasts, this includes known chrome or destroyed ones only.

The 1st place Dimman project is Dano for now, all parts and paperwork, thinking out, are strung together in a state of mirth. Someone will have to ake this ship for it to get constructed! (I don't!).

As for my Dimman racing history, that's quite a job for now! But I promise to send you a copy of my historical biography when it's done.

Please stay in touch as you can and another safe flying year for you in 98. — [Signature]
Dan Pearson made a modification to his Diamant 18 by taking off the canopy and installing a fairing over the cockpit tub. Other modifications required to fly “Topless” include the addition of a bulkhead behind the cockpit to prevent the airstream from entering the fuse. Note this is a temporary modification and can be installed and/or removed for any flight.

Also of note should be the modifications Dan made to the rest of his Diamant: the wings are stretched to 19 meters, with the ailerons being extended, the shape of the nose is reconfigured and comes to an aerodynamic point, and if you look closely at the landing gear doors you will notice NACA style cooling/ventilation intakes and ductwork.
The lower photo was taken at the 30th Anniversary celebration. It shows Dan’s HBV Diamant, S/N 05 with a Libelle 301 S/N 034. Both wings are the same, and derived from the H-30 TS powered sailplane.

These few notes are good examples of how close Art and Dan got in friendship.

— Jim Scollen