

PLANS FOR NEXT YEAR

At the meeting of the Executive Committee of the S.S.A., held in New York on November fourteenth, at which all members of the committee were present, three major objectives of the Society's 1938 program were decided upon. Briefly, they are as follows:

1. Soaring Expedition to north-west Texas — April 8th to May 15th.
2. 9th Annual National Soaring Contest, Elmira, N. Y.—June 25th to July 10th.
3. 1938 American Open Soaring Contest, Frankfort, Mich.—Aug. 29th to Sept. 7th.

Details of these contests will be included in the January issue of SOARING.

ANNUAL MEETING

The annual meeting of the Soaring Society of America will be held February 11th, 12th and 13th in Washington, D. C. These dates were chosen so as not to conflict with meetings of other aeronautical societies, and because the 12th is Lincoln's birthday, a holiday. The headquarters' address and details of the three-day program will be announced in the January issue of SOARING. It will be the most interesting and constructive annual meeting that we have ever held, so members are urged to mark those dates on their calendars now.

ELECTION OF DIRECTORS

As explained in the March issue of SOARING, the S.S.A. is now governed by twenty directors, 18 of whom are elected by a popular vote of the members, and two by the other directors. In a rotating system, six serve for three years, six for two, and six for one. The six whose terms expire this month are: Stanley Smith, Donald Hamilton, William Enyart, Percy Pierce, Arthur Lawrence, and Henry Wightman.

Below are listed alphabetically twelve nominees suggested by the Executive Committee. They were chosen for their outstanding participation in gliding and soaring, as well as their wide geographical representation.

Chester J. Decker—Glen Rock, N. J.
Paul duPont—Montchanin, Delaware.
William Enyart—Washington, D. C.
Joseph Funk—Akron, Ohio
Arthur Lawrence—East Norwich, L. I., N. Y.
Parker Leonard—Osterville, Mass.
Harland Ross—Wichita Falls, Texas
Arthur Schultz—Detroit, Mich.
Harvey Stephens—Los Angeles, Calif.
Milton Stoughton—Forest Hills, L. I., N. Y.
Gilbert Walters—San Francisco, Calif.
Henry Wightman—Ann Arbor, Mich.

MEMBERSHIP CARDS

We will issue Soaring Society membership cards to all Active (or Regular) members of the SSA for 1938. Associate members will receive a card acknowledging receipt of dues and stating the extent of their term of membership and subscription to SOARING. In this way, all members will be able to check whether or not we have received their dues. After January, 1938, subscriptions will not be confined to the calendar year, but will continue from the month during which the subscription is taken out to the same month of the following year.

FRONT COVER

Our front cover this month is an unusually fine, unposed action picture taken by Al Hoeflich, of the Soaring Society of Northern California, during the Bakersfield Meet over Labor Day weekend. It shows Harvey Stephens stepping out of his Ross-Stephens sailplane after a thermal soaring flight. At the right is Don Stevens, well known to readers of SOARING.

BIBLIOGRAPHY OF BIRD FLIGHT

There has recently been received, at S.S.A. headquarters, a very complete bibliography on writings on the flight of birds, from the Science Museum at South Kensington, London. This contains over 600 titles of books and pamphlets, published in several languages. It is at the disposal of any of our members who are interested.

VOTING INSTRUCTIONS

(All S.S.A. members are eligible to vote.) On a sheet of plain paper, write the SIX names of your choice, in order of your preference. These names may be chosen from the given list of twelve nominees, or may include others of your own choice. Send your vote to:

The Soaring Society of America, Inc.
Room 502, 1500 Locust Street
Philadelphia, Pa.

This should be mailed in an envelope on which is written your name and address. All votes must be mailed not later than midnight, December 31, 1937, in order to count.

BUREAU OF AIR COMMERCE STATISTICS

In the list of the status of aircraft and pilots, issued by the Bureau of Air Commerce, October first, we can draw a comparison with the last list published on April first. The new list shows a total of 361 identified and licensed gliders, a decrease of two since April. The total of licensed gliders is 35, an increase of 5 in the past six months. The present total of licensed glider pilots is 181, an increase of 48. The latest list shows gliders in 30 states, with California leading with 46. Michigan is second with 43, and New York with 42.

These figures do not give an entirely accurate picture of the extent of gliding and soaring in this country, as many gliders are neither licensed nor identified. This is a condition which must be remedied for the good of the movement. Only through a complete revision of existing regulations, and a closer supervision and cooperation from the B.A.C., will we be able to have the great majority of motorless flight activities placed on a sound, licensed footing.

"PLANE SAILING"

The Soaring Society has purchased a 16 mm. copy of the British professionally produced film, "Plane Sailing". This film, which is 1,612 feet long and divided into two reels, has a scenario written by Philip Wills. It was produced with sound, but we purchased the silent version as being better adapted to use by most clubs, where it will first be shown in this country. Although the film has not yet arrived, we herewith publish the running comment that goes with it. If it comes up to our expectations, this will be useful to the groups to whom we will send the film for stimulation of local interest in gliding and soaring.

For thousands of years, men have watched the birds in flight and dreamed of the time when they, too, could leave the earth and fly through space. But it was not until the first half of the nineteenth century that the pioneers of flying began to experiment scientifically with "gliders", that is, airplanes not provided with an engine. The early efforts of these bold experimenters prepared the way for the modern aeroplane.

But "gliding", as a fascinating form of sport, has still continued; and today, all over the world, men and women are learning the ways and moods of the air at Gliding Clubs.

At Dunstable, the London Gliding Club, with 300 members and 25 ships, have their headquarters.

Let us visit the club to see how gliding is learned. The beginner learns the first stages of gliding on this elementary glider, which is called a "ground hopper". He straps himself into his seat and is shown