

# S. S. A. Executive News

The problem of having American Sailplanes licensed by the Bureau of Air Commerce is now receiving careful consideration. At the request of the Bureau, the Technical Committee of the S.S.A. is preparing a Glider Construction Handbook, in which many points in glider construction will be more or less standardized. Milton Stoughton, a member of this committee, has accepted the position as Editor in Chief of this handbook, and has agreed to have the completed material in the hands of the Department on or very shortly after March 1st. It is expected that the Bureau of Air Commerce will circulate this manual among glider enthusiasts to help guide them in the construction and designing of new planes, and it is further believed that so long as planes are built in accordance with practices outlined in this manual, they will be eligible for a G license.

The Bureau of Air Commerce has already issued a memorandum to glider enthusiasts and other interested parties on the subject: Airworthiness regulations for gliders. This memorandum gives a thorough outline of the material to be covered in the handbook and it is recommended that anyone engaged in designing or building a sailplane, who has not already received this memorandum, should write the Bureau of Air Commerce requesting a copy.

At a Directors' meeting of the S. S. A., held in New York on January 9th, an amendment to the S. S. A. charter was proposed. At the time this magazine goes to press it is expected that this amendment will already be in effect.

The amendment merely changes the wording of two sections of the original charter, so that the organization will be regarded as an educational organization, as well as an organization for the promotion of Gliding and Soaring. It is understood that as soon as this change becomes effective, individuals making donations to the society may deduct the amount when computing their annual income.

At the time this publication goes to press the S. S. A. Annual Directors' and Members' meetings will have been held in New York, and new officers and directors will be guiding our organization. It is unfortunate that we cannot print their names in this number, but as the ballots are not counted until the 27th of January, we will have to defer this until the March issue of SOARING.

## 1937 EASTERN STATES GAS MODEL AIRPLANE MEET

The Eastern States Gas Model Meet will be open to anyone sixteen years and older, who is either a Junior or Senior member of the N.A.A., and who pays the required \$2.00 entrance fee.

There will be three major events and one special event. These three events will be: duration with power shut off at 30 seconds; altitude with power shut off at 30 seconds; and pay load or weight lifting.

All models in these events to weigh seven (7) pounds or less. The special events will be for gas models of special design; such as, Multi-Motor planes, radio controlled, Autogiro, etc. These models entered in this event will not be eligible to enter the other events.

Rules for the 1937 Eastern States Gas Model Meet for models entering the three major events:

1. Models shall be powered with internal combustion engines and shall be of the Fuselage type and rise off the ground (ROG).
2. All models shall weigh seven pounds, or less, and meet fuselage cross-section rule L2/100.
3. The formula for pay load contest will be: wing loading in pounds per sq. ft. x duration in minutes x pay load in ounces.
4. Before the first event starts, all models shall line up in formation for general inspection.
5. No ship is allowed to take off under power, regardless of whether it is an official flight or test hop, without permission from one of the field directors.
6. All ships are to take off from the same location.

This meet promises to be one of the best ever held. Prizes will be plentiful. Competition will be keener. New records should be established in all events. Come to Elmira and meet your old model flying friends, and also those associated with soaring.

Trophies and Cash Awards will be made as follows:

### SPECIAL EVENT

1st Place..Trophy and \$25.00	3rd Place .....	\$10.00
2nd Place..Trophy and 15.00	4th Place.....	5.00

All other entries will receive two (\$2.00) dollars in cash, if they are eligible for this class.

A point system to be followed by judges to determine the place of each contestant in the special event is a follows:

- Fifty (50) points—for originality of design.
- Forty (40) points—for performance of plane.
- Ten (10) points—for workmanship.

### DURATION—ALTITUDE—PAY LOAD

Trophies and Cash Awards to be alike in each event.

First Place .....	Trophy and \$20.00
Second Place .....	15.00
Third Place .....	10.00
Fourth Place .....	5.00
Fifth to Tenth Place.....	2.00
Eleventh and all other entries.....	1.00

The duPont Trophy will be awarded to the contestant receiving the greatest number of points according to the below system:

Place	Duration	Altitude	Pay Load	Place	Duration	Altitude	Pay Load
1st	25	30	30	7th	8	13	13
2nd	20	25	25	8th	6	12	12
3rd	17	22	22	9th	4	10	10
4th	15	20	20	10th	3	8	8
5th	12	17	17				
6th	10	15	15	All others	2	7	7

Definite prices for the sailplanes described in the January number of SOARING will be published in the near future.

## Combination Offer - \$1.00

One year's membership in The Soaring Society of America, Inc., and one year's free subscription to "SOARING", America's only magazine devoted to Soaring.

Fill in and mail at once to the Editorial Office, The Soaring Society of America, Inc., 1614 Delaware Avenue, Wilmington, Delaware.

Name .....

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Past and present connections with motorless flying, if any: .....