

S. S. A. Executive News

The Eighth Annual National Soaring Contest

The Contest Committee of the Soaring Society of America has set the date for the Eighth Annual National Soaring Contest as June 27th to July 12th, and, due to an obvious increase in soaring interest in the United States, we expect it to be the largest contest ever held.

Contrary to the announcement made at the close of the 1936 Contest, it has been decided to postpone the proposed International Contest until 1938. Since this first announcement was made, we have learned that Germany has also registered its intention of holding an International Contest, so we feel it would be inadvisable to attempt to hold one in this country during the same year. The National contest will, however, be left open to foreign competition.

Gas Model Contest

The 1937 Eastern States Gas Model Meet will be held from July 5th to the 9th at Elmira, N. Y. This meet will be sponsored by the Soaring Society of America and sanctioned by the National Aeronautical Association.

There will be three main events on three different days. These will be Duration, Altitude and Pay Load flights with power shut-offs. The three days chosen out of the five for these main events will depend upon the weather and soaring conditions, and will be decided by a committee each morning. In addition there will be a Special Event for gas models of a special design, such as, multi-motored planes, radio-controlled, autogiro, etc., with the limitation that models entered are not eligible for the other events of the meet.

Handsome and suitable trophies will be awarded to the individuals winning each event; also cash awards will be given to everyone entering the meet. The duPont Trophy will be awarded to the model plane owner receiving the greatest number of points during the meet. The point system used in giving this trophy depends upon how you place in each of the three events. Therefore, no matter how your ship performs you will receive credit for that type of flying most suitable to its construction.

All model airplane enthusiasts who are sixteen years of age or over, who have their Senior or Junior N. A. A. membership cards, are cordially invited to fly in any of the gas model events.

The purpose of this meet is to further the interest in aviation through the development of gas model airplanes; and to help develop the models to perform equally well in a variety of different events. Also, the growing desire for all of us to obtain first-hand knowledge of aviation can nowhere find a greater outlet than through the soaring and model movement.

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 flying friends, and also those associated with soaring.

The Annual S. S. A. Meeting

The annual meeting of the Soaring Society of America will be held January 29th to 31st in the Hotel New Yorker, New York City. These dates were chosen so as to work in with the annual meeting of the Institute of Aeronautical Science, and the Aircraft Show, which is being held in New York from January 28th to February 6th.

Directors are notified to meet for dinner at six o'clock, and the meeting will start after dinner. On Saturday morning, January 30th, the Directors will meet again at eleven o'clock. At three o'clock Saturday the annual members' meeting will be held, which will be open to visitors. This meeting will adjourn at six o'clock, in time for dinner, reconvene at seven-thirty and close promptly at ten o'clock.

New Prizes Offered for Glider Construction and Design

Mrs. Warren E. Eaton has offered a \$1,000.00 first prize and \$500.00 second prize for the best American designed and built soaring plane entered in the Eighth Annual National Soaring Contest.

Conditions: The plane must be entered and present at the Eighth Annual National Soaring Contest. It must be accompanied by a preliminary report on design load factors, a letter from the Department of Commerce accepting this preliminary stress analysis, and the original or copies of drawings used for construction. These must be in the hands of the Chairman of the Contest Committee at the beginning of the Contest. The plane must be placarded on limiting speed to design value. The plane must also have received at least an experimental license, since it is too late to put through regular approval.

JUDGING

The plane will be judged by an appointed committee on the basis of the predetermined ratio between performance and design; the former from contestants' point records, and the latter from check-off inspection of glider and drawings for engineering factors. Workmanship, simplicity, portability, and ruggedness, special features, originality, safety features and handling qualities will also be taken into consideration.

Prizes will be given on the basis of points, and a range of possible points for each item will be determined before the Contest.

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A complete list of contest prizes will be given in the February issue of "Soaring."

Fund Established for Recording Records

The Soaring Society of America has secured a fund to cover the filing fees and registration fees of any soaring records, either National or International, established by its members during the year of 1937. It is expected that this fund will be renewed at the beginning of each ensuing year.

DISTANCE WITH RETURN

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to the south end of Seneca Lake. I headed my plane straight to the tip of the lake, which was to be the turning point of my flight, and remained ever watchful for interesting looking clouds ahead, or anywhere in my vicinity. Finally, I noticed a little wisp ahead, and slightly to my left. It seemed to have promising characteristics, and as I watched I saw it gradually enlarge and blow a nice round bubble. Just what I wanted, and not too far off my course, either. I deviated my course slightly in the direction of this cloud, and then shoved the nose down for more speed. I was losing altitude fast now, but since this cloud had promised to give it back again, I was willing to sacrifice altitude for speed. When I passed about 2,000 feet below the base of this cloud, I found it as good as its promise, and immediately circled into a climb of from 12 to 14 feet per second. Up I went to 5,000 feet again, and this time I realized that I could doubtless reach my turning point. The lake was

but five or six miles ahead, and from my 5,000 ft. perch, it looked but half the distance. Down went the nose once more! The little plane again began to make speed against the wind. I relaxed a little, realizing that the hardest part of my flight was nearly over. It was only a matter of 8 or 10 minutes now before I should cross my turning point and turn tail to the wind for home. As I crossed the end of the lake at about 3,000 feet, I glanced at my wrist watch and was surprised to find that I had been flying over two hours and three-quarters. Think of it! Two hours and three-quarters in going only 18 miles. At first I reflected that I might have walked the distance in that time, but after more careful calculation, I realized that such a walk would have been a little too exhausting.

The return trip was as I expected. I caught a thermal over the town of Watkins Glen that took me up to 4,000 feet, and with the assistance of a few others along the way, I made the trip back in half an hour.

I learned a lot about soaring on that flight, and received a lot of points, but still I do not have the Evans Trophy.