

ing the same distance—not in one hop, but in accumulated distances.

Paragraph 10 indicates that a pilot can only increase his rating with a new flight in which he exceeds one of his previous performances. Therefore, if soaring conditions are not favorable enough to facilitate a better performance, it would be wiser to have another member of a glider group fly the glider because he would establish new pilots' points. He will establish new points for both himself and his ship. A single owner of an airplane making a new flight might not increase his personal rating, but he will accumulate more points for his ship.

- (13) Any flight has to surpass certain minimum performances in order to count. The distance must exceed five miles to be counted. Duration must exceed thirty minutes and altitude exceed five hundred feet. These limits are the points at which the graphs begin. "C" flights must last at least five minutes. Together with the credit for a "C" license, this represents thirty-five minutes, thus giving four points for the pilot and two points for the ship.
- (14) Additional points will be awarded to pilots as follows:
 - (e) Twenty-five points for bettering a national record.
 - (f) Fifty points for bettering an international record.
 - (g) Up to twenty-five points for the development of a new and useful soaring technique including the pioneering of a new route and the advancement of the use of radio and the like.
- (15) Additional points up to twenty-five may be awarded to ships as a premium for outstanding construction merits.
- (16) Duration, altitude, and distance performances may be combined in one flight or competed for separately. It is not necessary for a pilot to indicate his choice before hand. The best performances are automatically taken from whatever flight it will become. Intentions to fly distance with return have to be declared in time to dispatch an official observer to the turning point.

At the close of the Contest, the total sum of the points of all pilots and all ships will be formed. By dividing the total prize money of the point award system by this sum, the value of each point will be determined. Cash prizes will then be awarded to pilots and ships according to their points.

The Champion of the Eighth Annual National Soaring Contest is the holder of the highest number of pilot's points.

1937 EASTERN STATES GAS MODEL AIRPLANE MEET

System of Awarding Points

- 1—The Three Major Events.
 - a—DURATION. Every ten (10) seconds of the best flight of the three duration flights will constitute one (1) point. For example, should the best flight be twelve (12) minutes, or 720 seconds, the model will be credited with 72 points.
 - b—ALTITUDE. Every ten (10) feet of the best flight of the three altitude flights will constitute one (1) point. For example, should the best flight be seven hundred (700) feet, the model will be credited with 70 points.
 - c—PAY LOAD OR WEIGHT LIFTING. One (1) point constitutes the following expression: Eight-tenths of the weight of the model in pounds per square foot of area times the duration in seconds. For example, a model which weighs 4 pounds, has an area of 5 square feet, and flies for 70 seconds will receive 45 points. The best performance of three (3) flights will count.

$$\frac{.8 \times 4 \text{ lbs.}}{5 \text{ sq. ft.}} \times 70 \text{ sec.} = 45 \text{ points}$$

Models may be entered although not made by the contestant. Such models, however, will be penalized ten (10) points in each of the three major events. A contestant who enters a model which he did not make himself, and fails to register this, will be disqualified.

- 2—For the Special Event.

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

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

Entry blanks and Parent Consent Forms may be obtained from the Chairman of the Contest Board, P. O. Box 30, Elmira, New York. All participants in the Meet under the age of 21 years have to submit Parent Consent forms. The entry blank is to be accompanied with a check or money order for \$2.00 for each plane entered and should be sent to the Chairman of the Contest Board, P. O. Box 30, Elmira, New York. All entrance fees will be returned when the contestant personally presents his model or models and N.A.A. membership card to the Contest Board during the Meet.

CONTRIBUTIONS

One of the important accomplishments of the S.S.A. this year has been the amendment of the charter to that of an absolutely non-profit organization for scientific and educational purposes in connection with motorless flight, and the receiving, as a result, of a ruling from the United States Treasury Department, an excerpt from which reads as follows:

"Contributions made to you by individual donors are deductible by such individuals in arriving at their taxable net income in the manner and to the extent provided by section 23 (o) of the Revenue Act of 1936 and the corresponding sections of prior revenue acts. The deductibility of contributions by corporations is governed by section 23 (q) of the Revenue Act of 1936."

There are many people in the country who would be glad to contribute to such a worthwhile movement as ours, if only the picture were properly presented to them. The S.S.A. will soon begin a finance campaign to raise the money necessary to carry on its ever increasing activities. The President and Directors earnestly request you in your localities to lend your assistance in this cause, for in no other way can you better help the soaring movement as a whole.

As this magazine goes to press we are shocked to receive an account of the death of Cloyd L. Artman, one of our most courageous and prominent members. The following letter from Robert W. Kilbourn tells of our misfortune:

"High on a rocky point of the Wasserkuppe is perched a bird of carved stone—a monument to those men who pioneered and perished in the art of gliding and soaring in Germany. Cloyd L. Artman has joined Groenhoff and the others.

"I have just returned from a trip to Oroville, where I attended his funeral. There were, perhaps, a thousand people gathered together at the service. Glider Club members came from Pullman to serve as pall bearers. They have lost a worthy leader and in the Soaring Society of America there remains none more devoted to the art of motorless flight than was Cloyd. He was talented and he was venturesome."

The cause of the accident that took the lives of Cloyd Artman and Frank See, the latter a glider student, has not as yet been determined. From newspaper accounts we have read that on April 11th, Artman and See took off from a bluff looking over the Snake River at Wawawai, in a two-seater sailplane, recently built by the Washington State College Aerial Club. Observers report that the plane had been soaring for some five minutes, when it struck an exceptionally strong up-current. At the same minute the left wing was seen to collapse and fall back against the fuselage. The plane immediately fell some 400 feet to the bank of the river, bringing instant death to both of its occupants.

The members of the Soaring Society of America wish to express their sympathy to the families of Cloyd L. Artman and Frank See. It will be our ambition to build a greater organization as a memorial to these men and others who have given their lives to the further development of Soaring, for which the Society is founded.

—Editor