

MORE SPEECHES

NEWARK

On Thursday, February 24th, we took off from the Knoxville, Tennessee, airport at daybreak. Dodging low ceilings and bad visibility in the well-named Smoky Mountains, we landed at Newark Airport at 3:15 p.m., after six and a half hours in the air. Whisking to the great Bamberger store, we arrived just in time to give a talk before a gathering in connection with Recreational Week, a part of the New Jersey Exposition, sponsored by the store. This was broadcast over WOR. Afterwards, we flew back to Philadelphia, before dark.

PENNS GROVE

On Tuesday, March 15th, we drove to Penns Grove, N. J., and gave an illustrated talk, "Soaring", before the South Jersey Section of the American Chemical Society.

WASHINGTON

Your General Manager flew to Washington on Monday, March 7th, to attend an Organizing Committee Meeting, to decide what should be done to carry out the National Aviation Program adopted at the First National Aeronautic Planning Conference, held in Cleveland, Ohio, last January. At that Conference, two paragraphs were inserted under the heading of Gliding and Soaring, as follows:

a. It should be the policy of the Government to impose a minimum of regulation upon the sport of gliding and soaring, and to determine that minimum with reference to public safety alone. There should be uniformity in federal, state and municipal regulation, and in traffic control.

b. At least one glider expert should be employed by the Bureau of Air Commerce, to supervise all matters pertaining to motorless, heavier-than-air aviation.

A number of leaders in aviation were present and a tentative plan was drawn up for a permanent committee to carry out unified cooperation of all the various branches of aeronautic activity, to carry out the National Program. This organization should help us with our various problems with the Bureau of Air Commerce.

S.S.A. FILMS

The announcement in the February issue about having copies of "Plane Sailing" made was an error, as it is not possible to have this done without infringement of international copyright.

However, as previously announced, we do have copies of our film, "Soaring", which we will lend to affiliated clubs upon receipt of a \$15.00 deposit and their paying the express charges, both ways.

NEW SOARING SITE

On February 22nd, your General Manager flew an Army Douglas O-38-B to Tennessee, on a visit to Major Walter Williams, Director of Aviation of that state, who spoke before the Con-

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ference in Washington of a possible new soaring site. Bad weather in the mountains beyond Knoxville made it necessary to cover the remaining 200 miles by car. The following day, with Major Williams and Lieutenant Todd, who went along on the flight as observer, we drove 80 miles SE to Monteagle, which is 50 miles northwest of Chattanooga.

At Monteagle, we inspected a possible take-off site on a mile long ridge facing northwest and dropping off 1000 feet to



Looking N.W. from proposed Monteagle Soaring Site.

a valley floor, covered with large, open fields. This site is only half a mile from a Bureau of Air Commerce weather station, several good hotels, a main highway, and a railway station. This preliminary survey seemed to indicate excellent thermal possibilities. Before recommending actual clearing of the site, we suggested waiting until a test flight



Monteagle Hotel near proposed site.

be made with a high performance sailplane, on April third, on our way to Texas. So far, we can report that, from every point of view, the site looks promising for a new center of regional activity in a very air-minded state.

FRONT COVER

On our front cover this month, we have a fine action picture, taken by Al Hoeflich, of the Northern California Soaring Society, showing Dan Sanborn soaring his two-seater, Grunau 8, at the Altamount Pass Site.

MODEL CONTEST

One of our members has written us, suggesting that we hold a model glider and sailplane contest in connection with the 9th Annual National Soaring Contest. We are open to suggestions on this matter and may be able to conduct such a meet in connection with the National Contest, if we have sufficient support for the idea. Write to us and let us know what you think about it.

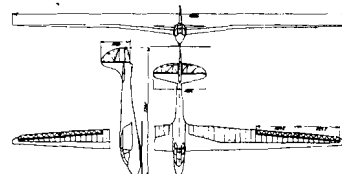
POLAND

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roclaw to Ozarow. Prize for best altitude went to the Aeroklub Pomorski for Eugeniusz Makowski, who climbed 7,12 feet. Prize for the constructor of the sailplane making the best distance went to Wacław Czerwinski, builder of the famed PWS-101 sailplane.

A total of 30 sailplanes entered as follows: 2 PWS-101, 6 Orlik, 3 CW-5, 6 SG-3bis, 1 SG-3, 1 SG-7, 2 WOS, 8 Komar, 1 Mewa.

Probably the highest performance sailplane in Poland is the PWS-101. The initials stand for Podlaska Wytownia Samolotow. The most interesting design feature is the use of ailerons, each divided into two parts, actuated differentially so that the outer parts move upward to a greater extent than the inner, giving good maneuverability in spite of the large span. There are air brakes on both the upper and lower sides of the wing. A special airfoil of the designer is used. The cantilever tail surfaces include a fixed horizontal stabilizer and trimming tabs on the elevators.



"PWS 101" From "Flugsport"

Specifications

Span: 62 ft. 4 in.	Safety factor:
Wing Area: 204.5 sq. ft.	Stick back 10
Weight empty: 485 lbs.	Inverted 5.5
Gross weight: 670 lbs.	at 186 m.p.h. 1.7
Wing loading: 3.28 lbs./sq. ft.	Min. sinking speed: 2 ft./sec.
	Max. gliding ratio: (38-41 m.p.h.) 1:26

CLASSIFIED ADVERTISEMENTS

AIRSPED INDICATORS — Bruhn Airspeed Indicators imported from Germany. For sale at cost \$42.00 each. Write or wire The Soaring Society of America, Room 502, 1500 Locust St., Philadelphia.

LONG WING FRANKLIN with special faired fuselage and cutaway tail surfaces. Just recovered and reconditioned. Licensed until July, 1938. Can be airplane towed. Always hangered. Outperforms standard Franklin. \$500.00 complete with trailer. Warren Merboth, 525 Doremus Ave., Glen Rock, N. J.



PERSONAL AND CLUB SOARING INSIGNIAS of Sterling Silver, \$3.50 each; Rings, \$5.00 each. Write for details and club rates. Leon A. Bonotaux, 41 Fisher Place, Trenton, New Jersey.

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