

S. S. A. Executive News

O. C. N. A. C.

On National Aviation Day, December 17, 1937, a meeting of the Organizing Committee for National Aeronautic Coordination was held at the Roosevelt Hotel, New York City, which was attended by the President and General Manager of the S.S.A. At this meeting, which was presided over by Mr. Charles F. Horner, President of the National Aeronautic Association, with William Enyart acting as Secretary, a draft outline of a plan for a National Aviation Program was revised as a basis for discussion and action at the First National Aeronautic Planning Conference, held at Cleveland, Ohio, on January 10th, 11th, and 12th.

An indication of the importance of this conference, which is the first serious attempt to coordinate the many varied branches of American Aviation to cooperate on one plan and one central agency to carry it out, is shown by the following list of organizations who have accepted membership in it:

Private and Commercial

Academy of Model Aeronautics
Aero Medical Association
Aeronautical Chamber of Commerce
Air Line Pilots Association
Air Reserve Association
Air Transport Association of America
National Aeronautic Association
National Association of State Aviation Officials
National Intercollegiate Flying Club
Ninety-nines
Private Fliers Association
Seaplane Flying Association, Inc.
Soaring Society of America, Inc.
Southeastern N.A.A. Conference
Sportsman Pilots Association, Inc.
Western Aviation Planning Conference
Women's National Aeronautical Association

Governmental

Army Air Corps
Bureau of Air Commerce
National Youth Administration
Navy Department, Bureau of Aeronautics
Office of Education, Department of the Interior
Weather Bureau
Works Progress Administration

The program for the Soaring Society of America, drawn up for the outline draft of the National Program discussed at Cleveland, is printed on Page 13 of this issue.



"PLANE SAILING"

The first public showing of the British film, "Plane Sailing", in this country, will be at the S.S.A. Annual Meeting in Washington, D. C., on February 12th.

Since so many members and clubs want to borrow this film, it will be necessary to have some copies made after the Annual Meeting. The original film has only one title at the beginning, but we plan to insert other explanatory titles to make the film more suitable for showing to those who are not well acquainted with the subject.

The March issue will contain information about how the film can be obtained.

FRONT COVER

This month our cover illustration is one of the best amateur self photos we have seen of a glider pilot in flight. It shows Carl Thompson, of the Delaware Soaring Society, flying the club's Waco primary above Bellanca Field near New Castle, Delaware.

NEW DIRECTORS

The annual election of Directors of the S.S.A. resulted in the following six being added to the directorate, to serve for three years, replacing the six members automatically retired at the end of 1937, as explained in the December issue. The names are printed in the order of the number of votes received.

WILLIAM R. ENYART

Secretary, Contest Board, National Aeronautic Association, Washington, D. C.—"C" Pilot.

MILTON STOUGHTON

Aeronautical Engineer, Jackson Heights, N. Y.—Author of Glider Construction Manual—"C" Pilot.

ARTHUR B. SCHULTZ

President, Detroit Glider Council, Detroit, Mich.—"Silver C" Pilot.

ARTHUR L. LAWRENCE

Instructor, Greenvale School, East Norton, L. I.—"C" Pilot.

CHESTER J. DECKER

President, North Jersey Soaring Association, Glen Rock, N. J.—"Silver C" Pilot.

JOSEPH FUNK

Secretary, Akron Glider Council, Akron, Ohio—"C" Pilot.

There was a total of 183 votes cast for 23 nominees. Milton Stoughton and Arthur Schultz received the same number of votes.

NOTES

ON THE NINTH ANNUAL NATIONAL SOARING CONTEST (June 25th to July 10th, 1938)

Only flights which exceed one of the following minimum requirements count:

1. Single seaters:
 - a. Distance of 35 miles
 - b. Altitude of 3,500 feet
 - c. Duration of 5 hours
2. Multi-seaters:
 - a. Distance of 27 miles
 - b. Altitude of 2,500 feet
 - c. Duration of 5 hours

The Contest Board reserves the right to lower these requirements from day to day, in the case that very unfavorable weather makes it imperative.

Individual Performances

- 1st, 2nd, 3rd prize for greatest plain airline distances.
- 1st prize for greatest airline distance to a predetermined goal.
- 1st prize for greatest airline distance with return to starting point.
- 1st, 2nd, 3rd prize for greatest altitudes.
- 1st prize for greatest duration.
- 1st prize for greatest plain airline distance with passenger.
- 1st prize for greatest altitude with passenger.

Accumulative Points, Daily Winners, Championship

Besides the absolute top performances of the Contest, all qualifying flights are counted and awards made in the following manner:

- a. Distances are counted in miles airline.
- b. Distances to a predetermined goal are counted as actual airline mileage, plus 30%.
- c. Distances of multi-seaters count as plain distances plus 30% for each passenger.
- d. Altitudes are counted in feet.
- e. Altitudes of multi-seaters count as plain altitudes, plus 30% for each passenger.

Every day of the Contest the best distance (including the above mentioned additions) and the best altitude of all flights started on that day is determined. Each one of these two performances is counted as 100 points. Then the point equivalents of the other pilots' best performances are determined as linear ratios of their best distances and best heights to the maximum performances of that particular day.

For example: Pilot A has flown 200 miles and 6000 feet, Pilot B has flown 140 miles and 8000 feet, and Pilot C has carried a passenger to a goal 50 miles off and to 4000 feet. Pilot D has flown 160 miles to a goal and reached 5000 feet. They are given credit as follows:
Pilot A—200 miles, 6000 feet.
Pilot B—140 miles, 8000 feet.
Pilot C— $50 + 15 + 15 = 80$ miles;
 $4000 + 1200 = 5200$ feet.
Pilot D— $160 + 48 = 208$ miles, 5000 feet.

The maximum performances are 208 miles = 100 points and 5000 feet = 100 points.

Pilot A— $100 \times 200:208 = 96$ points.
 $100 \times 6000:8000 = 75$ points. Total, 171 points.

Pilot B— $100 \times 140:208 = 67$ points; 100 points. Total, 167 points.

Pilot C— $100 \times 80:208 = 38$ points; $100 \times 5200:8000 = 65$ points. Total, 103 points.

Pilot D—100 points; $100 \times 5000:8000 = 63$ points. Total, 163 points.

The total of points would make Pilot A the winner of the day, unless one of the following additional point awards should change the results:

- a. 50 additional points are gained if a national record is exceeded.
- b. 100 additional points are gained if an international record is exceeded.