

- c. Up to 50 points in each case may be awarded by the Contest Board for extraordinary duration flights, for demonstration of a new soaring technique, for a pioneer performance, or for a most outstanding soaring flight.

At the end of the Contest the daily points of all contestants will be added and the prize sum will be distributed to all contestants, according to the ratio of their point totals.

The holder of the highest number of points will be declared champion of the Contest.

Further details of the Contest will be announced in the March issue.

(Chapter in First Draft of NATIONAL AVIATION PROGRAM discussed at Cleveland Convention of First National Aeronautic Planning Conference)

GLIDING and SOARING

I

Should it not 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?

Should not the renewal of glider licenses be possible without the necessity of towing a glider on its trailer to the nearest (often distant) inspector for inspection? Should not a certificate of good condition, certified by a licensed mechanic, mailed to the office of the nearest inspector or to Washington, procure a renewal of a glider license by mail?

Similarly, should not a glider pilot license be renewable by mail on certificate by the pilot of his flight time for the past twelve months, his license being retained meanwhile? At present, a license must be mailed to Washington for renewal, the pilot being without it for days.

II

Should there not be uniformity in federal, state and municipal regulation and in airport traffic control? Should there be any regulation which is not necessary for the protection of third parties in the air or on the ground?

Is not the desirability of uniform airport traffic control obvious?

Concerning regulation, we favor simply state and municipal laws requiring only conformity with Federal licensing and flight regulations. Connecticut, for example, requires state licenses for gliders and pilots, an unnecessary duplication of effort, time and expense, which is a deterring factor in the growth of flying.

III

Should there not be strict enforcement of federal regulation, such enforcement to be carried out by the Bureau of Air Commerce representatives, state police, local police, and with the cooperation of airmen everywhere?

The present field force of the Bureau of Air Commerce is, and probably always will be, hopelessly inadequate for strict enforcement of Bureau regulations, except at a few airports. Violations are rapidly increasing in number and the whole industry rests on stopping this trend.

More than in any other method of transportation, breaking the known safety rules in flying is dangerous.

We in aviation must overcome our natural reluctance to report on others in

self-defense. The pilot who disobeys regulations may crash gliders. He may kill innocent third parties or passengers. He may frighten the public away from flying. He keeps the costs up. And such flights sometimes end fatally for the occupants of the glider.

The violator of the regulations must be curbed. Airmen should cooperate by reporting every violation seen. Bureau of Air Commerce violations should be made a state and municipal offense, with suitable punishment; the cooperation of all pilots must be secured, even if each pilot must be made a deputy policeman for flying.

IV

Should not flying be strictly regulated and all regulations rigidly enforced? Should there not be a standard flight training routine established?

The Bureau of Air Commerce has established the Commercial Glider Pilot license, which qualifies a glider pilot as an instructor. Eventually, if rigidly examined, the quality of the instructor will improve and, as a result, so will the quality of the pilots trained improve. Student accidents will continue to increase, however, both in violation and not in violation of Bureau of Air Commerce Instructors' rules, unless there is adequate supervision.

V

Should not the safety of motorless flight be improved by the elimination of obsolete gliders and the support of the efforts of manufacturers to develop safer types of equipment?

On support of the efforts of manufacturers to develop safer equipment, just how this support can be given is worthy of discussion. Perhaps the most that can be done is to publicize widely each effort in the hope that some ships will be sold and that advertising will be of value. Certainly, the purchase of one or more experimental ships of each type by the Bureau of Air Commerce would encourage manufacture of new designs. If adequate appropriations are available, we believe that the Development section of the Bureau of Air Commerce should be continued.

VI

Should there not be government assistance in some form for flight training only, with such assistance given for its national defensive value? Should not the Army and Navy name a committee charged with drafting a practical plan?

Inasmuch as it has been proven that gliding and soaring offers the safest, most thorough, and by far the most economical way to learn to fly heavier-than-air craft, it would seem to be a wise policy for the government to finance gliding schools. The graduates of these schools could form a valuable reserve of pilots who could become successful airplane pilots with a minimum of instruction.

At Elmira, New York, the government has already spent in the neighborhood of \$200,000, in improving Harris Hill as the most completely equipped soaring site in America. The facilities are all there for a school of gliding and soaring, second to none, if sufficient funds were provided for its operation.

VII

Should it not be the policy of the federal agencies concerned to provide soaring sites in or adjacent to recreation areas under federal control?

Proponents of soaring must have assistance in the development of a number of properly equipped soaring sites, if this activity is to serve most effectively as a training step in heavier-than-air aviation. The Federal Aviation Commission report of 1935 pointed out that the initial stage of soaring flight requires the sort of rugged country that is most likely to be found in national park areas; also that soaring experiments are noiseless and involve no encouragements of great crowds to parks, no installation of machinery, and no danger to the public. We hope that the leaders of soaring activity will receive every cooperation from Federal agencies able to lend aid, both in search for and subsequent development of soaring sites found to be suitable.

VIII

Should not at least one glider expert be employed by the Bureau of Air Commerce to supervise all matters pertaining to motorless heavier-than-air aviation?

The simplification of regulation and of restriction to what is clearly necessary for public safety applies forcefully to gliding. We recommend that at least a few of the government inspectors take a course of training as gliding and soaring pilots to get first-hand experience of its problems. We recommend further that a glider expert be employed by the Bureau and, as indicated above, be placed in charge of all matters pertaining to motorless heavier-than-air aviation.

We urge also that the Army and Navy make a study of gliding and soaring flight, with a view toward determining a practical method of lending some support to this activity, due to its educational value.

Since soaring meets, to be successful, require a specialized type of local weather forecasting and, since expert service of this nature is often difficult and expensive to obtain, it is recommended that the Weather Bureau designate several qualified experts from its personnel to cooperate with important soaring meets in the furnishing of such special forecasting service.

LOOKING BACK ON THE SOARING CONTEST

(Continued from Page 8)

ease, and with complete safety, even for beginners. The Frankfort Contest will give the owners and pilots of utilities an excellent opportunity to compete with one another. Sailplanes are also permitted to take part in this meet. The Soaring Society of America will transfer to Frankfort all prizes of the former single contest that reward the performances of groups, utility gliders, and junior pilots. Above all, the revised point award system will be used at Frankfort. The prize regulations will be drawn up so as to set a handicap on sailplanes at Frankfort. At the National Soaring Contest there will be only prizes for top performances and there will be no encouragement for any flights that are below the Silver C requirements.

It is hoped that these arrangements for 1938 will result in greatly increased American record performances at the National Contest, and in a greater amount of enjoyment, experience, and financial help for young glider pilots at the American Open Contest.