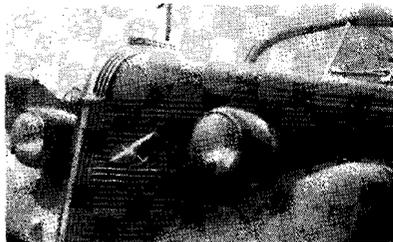


S. S. A. Executive News



Gus Scheurer's soaring insignia.

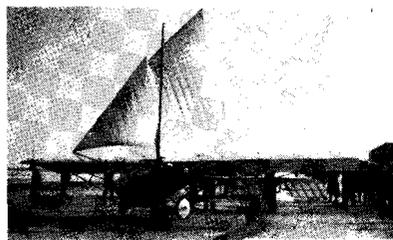
S.S.A. INSIGNIA

Gus Scheurer, one of our most active directors, recently made up an attractive insignia for the radiator grille of his car. This is a silver sailplane against a blue background, with red S.S.A. initials beneath it. Gus showed this to some of our members at Washington and they were very much impressed with it. He asked us to announce the fact that, as he had a die made for this insignia, he would be interested in knowing whether a fair number of soaring enthusiasts would like to have such an ornament for their cars. If he gets a sufficient response, he will be able to turn them out at a cost of about \$1.00 each.

ERRATA

Several very amusing and slightly sarcastic letters have reached us from members who could not quite swallow point number two in Peter Riedel's article last month, referring to the possibility of setting the propeller blades of a power sailplane so that they could take advantage of a tail wind when the engine was shut off.

When we left for Florida in January, the material for the February issue was complete, except for this article, which was being translated by Walter Setz. Walter was worried by this statement, but was reassured by others familiar with German technical language that the translation was correct. As it went directly to the printers, and there was no one at that end of the line, with the aerodynamic knowledge or the authority to cut it out, the statement was printed, and we hereby apologize for it. We have not had an opportunity to get in touch with Riedel on the subject, as he is now on his way up from South America, to be attached to the German Embassy in Washington, but we are sure that his knowledge of aerodynamics must be of a higher order than is indicated by this sentence in his



Wide World Photo

—So what?

article, and that there must be some mistake about it.

This incident recalls the experiments some years ago of a designer who took too literally the expression that a sailplane is the "sailing ship of the air". We hate to think how much it must have cost him before he discovered that the idea would not work!

S.S.A. TALKS

During the last few weeks, Lewin Barringer has been making an increasing number of speeches to all kinds of organizations on the sport of gliding and soaring. The first this year was made before the Florida-Adirondack School at Coconut Grove, Florida, the latter part of January. Following the First National Gliding and Soaring Conference in Washington, he gave a talk, illustrated with the film, "Plane Sailing", before the Greater New York Chapter of the N.A.A., at the Roosevelt Hotel, New York City, Tuesday evening, February 15th. The following night, he addressed the American Chemical Society, in Wilmington, Delaware. Two days later, he again showed the film, "Plane Sailing", to the Friday Current Events Club, in Germantown, Pa.

There are several more talks scheduled, including at least one with a showing of S.S.A. films at Wichita Falls, Texas, during the expedition in April and May.

THE NINTH ANNUAL NATIONAL SOARING CONTEST

RULES AND REGULATIONS (Continued)

The Contest will officially open on June 25th, 1938, at 3 p.m.

There will be no more official take-offs after 3 p.m. Sunday, July 10th, 1938, but flights which were started before this time will fully count, no matter how long they last.

Official flights may take place from any site which is designated an official site by the Contest Chairman.

Official flights may take place at any time of the day or night, provided that all requirements of the United States Department of Commerce are complied with, and provided that the Contest Chairman is notified sufficiently ahead of time to arrange for official observers and launching equipment.

A pilot's meeting will be held every morning at Headquarters. During these meetings the activities of the day will be announced by the Contest Board after consultation of the Contest Weather Station and the pilots. The hour of the meeting will be announced on the previous day. It will usually be at 8 or 9 a.m.

Entry of Pilots

Persons of any nationality may participate as pilots in the Contest, provided that they comply with the following requirements:

1. They must be in possession of a valid glider pilot's license of the United States Department of Commerce or the lawful equivalent. The Soaring Society of America will make every effort to have the Department of Commerce assign an inspector to the National Contest. However, contrary to previous years, the Soaring Society of America will take no responsibility for licensing flights. Acquiring a license for either glider or pilot is entirely a matter between the Department of Commerce and the individual. No licensing flights may take place on any official soaring site if there should be interference with Contest activities. If it can be arranged to have a federal inspector on duty on the two days prior to the Contest, all license flights should be completed before the Contest. The Contest can be entered only after presentation of the license or its equivalent.

2. They must be in possession of a valid "C" license of the Fédération Aéronautique Internationale.

3. They must be in possession of a valid Annual sporting license of the Fédération Aéronautique Internationale.

4. They must be a member of the National Aeronautic Association or a corresponding foreign body. A prerequisite for sanction of a National and International Aviation Contest is that all contestants and officials are members of the National Aeronautic Association or the Fédération Aéronautique Internationale. In consequence, thereof, the usual fees for licenses (2) and (3) are waived. Similarly, fees for the registration of records are waived. National Aeronautic Association memberships may be obtained through application to the National Aeronautic Association, DuPont Circle, Washington, D. C. *Active members of the Soaring Society of America fulfill requirements 2, 3, and 4 automatically.*

5. They must return the application form of the Contest Board of the Soaring Society of America. Application forms may be obtained from the Contest Chairman, 1160 Massachusetts Avenue, Cambridge, Mass.

6. They must return the parents' consent form if less than 21 years of age. Application forms may be obtained from the Contest Chairman, 1160 Massachusetts Avenue, Cambridge, Mass.

7. They must pay an entry fee of \$10.00 if not active members of the Soaring Society of America or a corresponding foreign body. Checks or money orders should be made out to K. O. Lange, Chairman. Please do not send cash. Soaring Society of America memberships may be obtained through application to the Soaring Society of America, Inc., Room 502, 1500 Locust Street, Philadelphia, Pa.

Entry of Gliders

The number of contesting gliders will be limited to forty. Gliders of any nationality may be entered in the Ninth Annual National Soaring Contest provided the following requirements are complied with: