

1. The glider must be licensed by the United States Department of Commerce or by a foreign country with which we have a reciprocal licensing agreement. If a federal inspector is available, Department of Commerce glider licenses may be obtained at the National Contest. [Compare entry of Pilots (1).]

2. Application form of entry of a glider must be filed with the Contest Board. Forms may be obtained from the Contest Chairman, 1160 Massachusetts Avenue, Cambridge, Mass.

3. Minors must return parents' consent forms. Forms may be obtained from the Contest Chairman, 1160 Massachusetts Avenue, Cambridge, Mass.

4. The application form must be accompanied by a check or money order of \$5.00 made out to K. O. Lange, Chairman. After June 1, 1938, the entry fee for a glider will be \$10.00 instead of \$5.00. During the Contest, the following procedure will be followed:

Hangar Space

The available hangar space will be allotted by the Contest Chairman, according to the sequence with which glider entry applications are received. Every prospective participant is, therefore, urged to return the entry application early. Preliminary, i.e. incomplete, entry applications will be accepted for ships which are not yet licensed.

Sleeping Quarters

Eligible to the allotment of available sleeping facilities are all contestants and up to two crew members per glider. Allotments will be made by the Contest Chairman, according to the sequence in which the pilots' entry applications are received. Contestants who intend to camp in their own tents or trailers are requested to apply for camping space.

Meals

No definite arrangements can be made before a fair estimate of the number of participants in the Contest is on hand.

Launching Equipment

Contestants may use their own launching equipment if they wish. However, their equipment and their technique must first be inspected and approved by the Contest Board. No launching method or equipment which does not conform with the standards of safety of the Soaring Society of America can be permitted.

It is urged that novel or improved launching equipment, which may have been developed, be demonstrated during the Contest.

The Soaring Society of America provides launching equipment for the benefit of all contestants as follows:

1. Shock Cord. Shock cord is available for: hand shock cord launching; automobile shock cord launching; winch shock cord launching. Hand shock cord may be used only in special cases, with permission by the Contest Chairman. Only participants of the Contest are allowed to stretch the cords.

2. Auto Tow. The Soaring Society of America provides two and possibly three tow cars and tow rope. The total length of rope will be deducted from altitude performances.

3. Winch Tow. The Soaring Society of America provides at least one winch. The total length of the unwound part of rope will be deducted from altitude performances, unless the actual release point is triangulated. The Weather Station will

make an effort to triangulate the release point on occasions on which a very long rope is used.

4. Airplane Tow. The Soaring Society of America provides tow airplanes and experienced tow pilots for the benefit of those gliders and glider pilots who have tow permits. Airplane towing will take place on occasions designated by the Contest Board. If a pilot wishes to be airplane towed on other occasions, he may get permission by the Contest Board and pay a charge of \$5.00 per local tow.

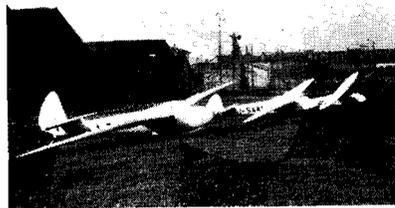
The Contest Board

All phases of the Contest will be directed by the Contest Chairman and Board.

FOREIGN NEWS

(Continued from Page 9)

ITALY



M. Garbell

Left to right: Pinguino G.P. 1, Alcione B.S. 28, Asiago G.P. 2.

The day before Christmas, on a private aerodrome near Arcore (Milan), the place where Mussolini learned to fly in 1919 and 1920, were made the test flights of three new Italian designed and built sailplanes. They were all manufactured by the Aeronautica Lombarda, which has acquired all rights for the production of the CVV ships (Centro Volo a Vela). The first two were designed by Garbell and Preti, of the Centro Studi ed Esperienze per il Volo a Vela—The Technical High School of Milan. The third was designed by Dr. Ing. Camillo Silva, Chief Engineer of the Aeronautica Lombarda, the oldest and most important Italian sailplane firm, which has sold more than 200 ships in Italy, Belgium, and Egypt. Each of these ships was designed for a step in the development of "C" and "Silver C" pilots. Mr. M. Garbell, who sent us this news, describes them as follows:

1. The "Asiago G.P. 2" is a very economical ship, which costs only \$550, c.i.f. Milan. It has a 45 ft. span and very good aerodynamic characteristics, maneuverability and stability. It is an ideal trainer for thermal flying, "C" and "Silver C" flights.

2. The "Alcione B.S. 28" represents an intermediate class between training sailplanes and high performance ships. It will be preferred by pilots who want to fly high performance sailplanes but have not had sufficient practice to do so, without progressing to that stage gradually. It is a mid-winged, 48 ft. span, full cantilever ship. Its differentiated ailerons give it good maneuverability.

3. The "Pinguino G.P. 1" is a high performance sailplane, built for the students of the Technical High School of Milan. It will take part in 1938 competitions. The "Pinguino" is a ship of the Sperber class: mid-winged, cantilever, with a gull wing.

FRONT COVER

This month, as a fitting accompaniment to Art Ramer's soaring site article on the Ellenville area, we have a fine picture by Hans Groenhoff, showing a utility soaring over Mt. Meenagha.

CLUB NEWS

(Continued from Page 11)

"Concerning our plans: the Haller 'Junior Hawk' should be flying in late spring. We plan also to recondition our other primary (Evans) for preliminary ground instruction. At the present time, I doubt if we will enter anything in the Ninth National Contest, but, since we plan to repair the storm ship 'Incus' during the fall and winter of 1938, we hope to enter the Tenth Contest with two ships and, perhaps, some more experienced pilots. With our equipment we should be able to fly in most anything, from light winds in the 'Junior Hawk' to what-have-you in the 'Incus'. Repairs on the storm ship are stymied by the 'Business Recession'."

TEXAS

With the offer of financial assistance voted by the Chamber of Commerce, coupled with most encouraging reports as to local conditions of terrain and weather, we have definitely decided to base the expedition at the Wichita Falls Airport, April 10th to May 8th, inclusive. We are inviting experienced and licensed pilots with high performance licensed sailplanes to take part, but they must pay their own expenses. An effort is being made to provide lodging facilities, but this may be a bit difficult, as the city is close to new oil lands.

NEW MEMBER

We are proud to announce that Mr. Jack Knight, who recently retired as Senior Pilot of United Air Lines to take the position of Director of Public Education for U.A.L., became a member of the S.S.A. on his recent visit to Philadelphia. Jack, whom you all know as the man who made the remarkable record of 18,000 hours in the air without a serious accident, says he has never flown a sailplane. Despite his unequalled experience in the air, he has still to enjoy one of the greatest of flying thrills—soaring aloft, thousands of feet, without noise or vibration. We have extended to him an invitation to fly one of our ships and hope that he may soon find time to do so.

CLASSIFIED

WANTED: Cracked Cadet with wings repairable. Might consider Franklin. State condition and price. Write H. C. Carson, 1720 Beaconwood Avenue, South Euclid, Ohio.

WATER COLORS OF SAILPLANES—Large, attractive, including Minimoa, Wolf, Stevens-Franklin, Franklin PS-2, painted by Eliot F. Noyes—Now on display at SSA headquarters—Prices on request.