

S. S. A. News

OMISSION

When the account of the National Soaring Contest was cut down a bit to fit in the August issue, by error, all mention of the principal speech of the evening was omitted. This was a most inspiring talk by Lt. Colonel Robert Olds, commander of the now famous formation flight of the "Flying Fortresses" to South America. All those who heard it could not help but be impressed at his concluding remarks, when he said that the Air Corps might not be able to do anything to keep America out of war, but would certainly do a great deal to keep a war out of America. Col. Olds made his first glider flight during the latter part of the Contest, when he flew as a passenger with Stan Smith in the "City of Utica" by airplane tow. He said that, after many hours pushing 4000 horsepower around, it was a real pleasure to be pulled for once.



PATENT LAWS

The SSA wishes to call to the attention of home builders of gliders and sailplanes for their protection that purchase of the plans of German or American designs entitles the purchaser to build only one ship for each set of plans. To build more than one per set will, in most cases, constitute a breach of the patent registration laws, which can be punished.



DIRECTORS' MEETING

A meeting of the directors of the Soaring Society of America was held on Thursday afternoon, August 4th, at the Hotel Weylin, New York City.

The first item of business was the reading of the by-laws for the purpose of revising them in accordance with the present practices of the Society.

The 10th Annual National Soaring Contest was discussed. All were agreed that we are not ready to hold the International Contest here next year and it was moved and seconded that Dr. Lange should write to the ISTUS, withdrawing our reservation for that contest in 1939. It was also moved and seconded that the 10th Annual National Soaring Contest be held at Elmira, providing an agreement satisfactory to the SSA could be reached similar to that which existed during 1938.

As to the kinds of contests that would be most desirable in 1939, the consensus of opinion was that a compromise should be made on the National Contest, which would meet the needs of the inexperienced new pilots and the veterans with high performance equipment. It will not be decided until after the conclusion of the American Open Soaring Contest, whether one or two contests will be held by the SSA next year.

The president appointed the following directors to serve on the standing committees of the SSA:

Executive Committee—duPont, Chair-

man; Gale, Vice-Chairman; Decker, Lange, Stoughton. Contest Board—Lawrence, Chairman; Decker, Enyart, Gale, Lehecka, Stoughton. Publicity Committee—Gale, Chairman; Schultz, Southee. Committee on Arrangements—duPont, Chairman; Buxton, Mrs. Eaton, Enyart. McGrath, Schultz.



1938 AMERICAN OPEN SOARING CONTEST

The Management of the Contest will be in the hands of the following personnel:

Director, Lewin B. Barringer; Operations Manager, Arthur B. Schultz; Barographs and Meteorology, Victor M. Saudek. The SSA has obtained from the U. S. Coast Guard permission to use the abandoned Pt. Betsie Station as a headquarters and barracks for contestants and crews. A program for the entertainment of the visitors has been drawn up by a Committee of the Frankfort Chamber of Commerce.

SCHOOL CONSTRUCTION

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high a sinking speed to soar in the weak thermals we find on most days at the low altitudes we obtain from auto tow. The plywood fuselage will not stand the dry climate of the summer followed by the very damp winter of this district. Our flying remained at the same level as in the past, using the primaries and the two-seater.

The seventh year of this chronicle is strictly personal. Sabbatical leave is a fine thing and gives the instructor an opportunity to get acquainted with industry again. The year was spent with Bowlus, Kinner, and Vultee. I met many fine men. Harland Ross and I talked about the fine little ship he has built. Ben Salmon and others of the engineering fraternity added to my meager knowledge of engineering, and Hawley Bowlus told me of the new Baby Albatross and of his dream of a moulded fuselage which he is developing. New materials and new methods were learned and, all too soon, the time came for my return to Yuba Junior College.

Things had gone badly for our aero courses during the past year. The instructor in charge was definitely unfriendly to anything that had to do with motorless flight and had sold our Boeing. Mattley No. 2 was wrecked beyond repair and all that remained was the old McGill, the Cadet fuselage, and the Grunau. The enrollment was down to the same number that we had started with eight years before.

The boys were all new and we started to revise the Cadet with interest and enthusiasm at its lowest ebb. Ben Salmon had run the analysis on a nicely tapered set of wings. We re-worked the tail group, faired the fuselage, strengthened the landing wheel support and installed a brake. The gulled wing was a bit difficult and we just managed to complete the job in one term.

Upon flying it later it became appar-

ent that it was no longer a Cadet. "Slippery" is the only way one can describe it. After enjoying many flights in the old version, it was a decided thrill to feel this new life. Gone was the sinking in a turn and gone was the easy-going response to the ailerons. It has proved another thing that seems to be well worth remembering; viz: Interest is directly proportional to performance. When we, the friends of soaring, provide designs that will really perform, the resulting interest and activity will take care of the growth we so want to see.

This past year, our ninth, has been best of all. We have a large class of intelligent students. We decided that, with the Grunau for primary training, our need was a secondary of about Franklin caliber. We started work and designed our idea of a sturdy secondary. Again Ben Salmon assisted us. As soon as a unit was drawn up, other members of the class would build it. We now have a completed fuselage, tail group, and one wing. The other wing is about 80% complete. In addition to this construction, we have installed a wheel landing gear on the Grunau and recovered the wings of the old McGill. We have purchased a Horn variometer and an ancient airspeed, which operates very well. Our flying has been neglected this year and all effort concentrated on preparing to move into a new shop. With our new quarters we hope to make the term of 1938-39 an outstanding year. Our plans include trailers to be built by the welding classes, the acquiring of a good parachute, further additions to our instrument panel, a start on equipment for all metal construction, and the obtaining of a good sailplane design. We want to build a two-seater that will do what we had hoped the Grunau would do.

So ends the story of the experiences of one school with sailplanes and gliders as a means of teaching the fundamentals of airplane construction. From the standpoint of instruction, it has been an unqualified success.

Our log shows over 2500 flights ranging from a few seconds to 15 minutes duration. Ninety boys have reached the B stage and no one has been injured. Even though we do little real soaring, we hope that in the near future our flight story will parallel our construction story.

It is with the greatest interest and best wishes for success that we note the intention of the State of Tennessee to adopt this training in its new schools. Competition is a great thing and will spur us on to higher attainments.

CLASSIFIED ADVERTISEMENTS

FOR SALE—Licensed Franklin recently rebuilt throughout, complete with trailer, winch and 4000 feet of towline—\$495.00. Donald Hamilton, 1657 31st St., N.W., Washington, D. C.

FOR SALE—New \$60.00 German "Horn" Sensitive Variometer with thermos—\$45.00. Air Wheel Tire and Tube used very little—\$7.00. Ted Bellak—c/o The Soaring Society of America, 1500 Locust St., Philadelphia, Pa.

FOR SALE—Franklin PS-2, excellent condition, always hangared. 20 hours soaring time since complete overhaul. Priced very low at \$350.00. May be seen at address below. Write or wire for cash price. Felix Chardon, 651 Doremus Ave., Glen Rock, N. J.