

S. S. A. News

THE SOARING TROPHY

The Warren E. Eaton Memorial Soaring Trophy was illustrated in the cover photograph of the March SOARING. This trophy belongs to the Soaring Movement in the United States, and has been presented by Mrs. Eaton with the hope that its award annually to that person who has contributed most to the art, sport, or science of soaring will become the highest honor available in the field of motorless flight.

We are all anxious that this shall be the case, but it will be recognized for what it is intended only if each recipient of the award is believed to be the most worthy by a majority of the soaring fraternity. It is fitting, therefore, that the impartial Board of Award should ask whom are considered to be worthy candidates. The following communication from Mr. Warner, Chairman of the Board of Award, should bring a ready response.

"I was very much pleased to know that the rules we had suggested had been received with approval, and especially to know that the sculptor's work on the trophy itself had been such a brilliant success.

"I hope the Directors will not fail to call to the attention of the interested members, through the Society's publication and otherwise, to the desirability of addressing nominations and reasons therefor to the Board of Award within the next month. We cannot possibly be personally conversant with all the important developments of the year, and we must depend upon the membership of The Soaring Society to bring them to our attention for investigation . . ."

Sincerely,

EDWARD WARNER

Communications should be addressed to the Board of Award, Eaton Memorial Soaring Trophy, care of The Soaring Society, Washington.

CLASSIFIED ADVERTISEMENTS

WANTED — LAUNCHING EQUIPMENT FOR THE 10th NATIONAL SOARING CONTEST. The SSA's Contest Board is advertising for rental bids on the following equipment, to be supplied with experienced operators: 2 tow cars, 3 mobile winches, 3 retrieving cars, 3 tow planes. The following will be furnished: cabin facilities and pilot privileges to operators, gas and oil for ground equipment, tow ropes and rings.

CONDITIONS:

1. Equipment to be delivered in first-class condition day in advance of period set and so maintained throughout contest.
2. Operators to have had wide experience.
3. Repairs to be made, when necessary, at operator's expense.

CLASSIFIED ADVERTISEMENTS—Continued

4. All equipment to have necessary safety devices.
5. Equipment to be property of contest management during periods rented and to be used for no other purposes except launching operations.
6. Tow planes and pilots to satisfy CAA requirements.
7. Submit separate bids for periods: June 19 through July 9 and June 24 through July 9.
8. Bids to be submitted by April 30. Address communications to Contest Board, Box 385, Glen Head, N. Y.

ALBATROSS SAILPLANE for sale. Completely reconditioned by Ted Bellak. Complete with trailer and tow line—\$995.00.

MINIMOIA SAILPLANE for sale and enclosed trailer. Full set blind flying instruments, 1000 feet tow line and all tools required for assembly—\$1,450.00.

FOR SALE—One standard Franklin wing (right)—excellent condition, never been flown since being rebuilt and recovered—\$75.00.

Chester J. Decker, 34 Cambridge Place, Glen Rock, N. J. Ridgewood 6-1505 J.

FOR SALE: Special Cadet II, cleanest in country—brake, just recovered, navigation lights—Giveaway—\$225. Northrop Primary, stress for winch towing, sensitive rudder, excellent condition—\$75. Will take cracked ship or parachute for part payment. Carson Glider Co., 1214 East 152nd St., Cleveland, Ohio.

FOR SALE OR TRADE—New licensed Haller Hawk Junior. Many improvements by experienced builders. Will sell for reasonable price or trade for licensed trainer, two-place or Franklin. Carnegie Tech Glider Club, Carnegie Institute of Technology, Pittsburgh, Pa.

THE SOARING SOCIETY'S Ross Sailplane "Ibis", used on the flight from Elmira to Washington by Bob Stanley, is for sale. The directors of the SSA wish to see this outstanding American-designed sailplane in competition at the 10th Annual National Soaring Contest and will consider offers through Emil Lehecka and Arthur Lawrence. It is in first class condition, having been overhauled since the contest, and has had a specially built trailer made for it.

BACK ISSUES OF SOARING available through the S.S.A. headquarters: Complete set of 1938 issues—\$2.00; nine issues of 1937—\$2.00.

CLASSIFIED ADVERTISEMENTS—5c. per word—minimum rate \$1.50.

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(Continued from Page 12)

seen by the engineer, and because of imperfect piloting, the actual minimum sinking speed is double that given in Table II, or 4.86 ft./sec. The ship will only be flown in its heavily loaded condition while soaring conditions are excellent, and the vertical currents of 10 to 20 ft./sec. are encountered. These will be more than sufficient to keep the plane aloft.

Someone will say that the present record of 405.29 miles was not due to the design of the sailplane in which it was made, but to unusual circumstances prevailing at the time of the flight. Probably it was, for it has not been equalled or challenged even by the holders. Were not all records established in somewhat unusual circumstances? Were not the records of a few years ago eclipsed repeatedly at Elmira's most recent contest?

Which is more consistently practical for cross-country soaring, longer durations, or greater cruising speeds resulting in higher average course speeds?

As old man weather seldom rewards the soaring pilot with special favors, the cross-country soaring pilot must either resolutely resign himself to a race against time—viz. high cruising speeds at minimum glide angle consistent with a favorable minimum sinking velocity—or forever hold his peace.