

NEW DIRECTORS

The annual election of Directors of the S.S.A. resulted in the following six being added to the directorate to serve for three years, replacing six members automatically retired at the end of 1938, as explained in the December issue. After each name is the number of votes each received:

Jay Buxton	216
R. E. Franklin	210
Stanley Corcoran	198
William L. McGrath	166
Charles H. Gale	148
Emil A. Lehecka	145

There was a total of 461 votes cast by 77 members for 16 nominees. Listed in order of preference, the first of the six names on any vote counted 6, the second 5, and so on.

CIVIL AERONAUTICS
AUTHORITY
WASHINGTONSUMMARY OF INFORMATION
PERTAINING TO GLIDERS

The following information summarizes the Federal regulations and interpretations pertaining to the registration and identification, certification (formerly referred to as licensing), and operation of gliders. Unless otherwise specified, the publications referred to herein may be obtained from:

Chief, Correspondence Section,
Civil Aeronautics Authority,
Washington, D. C.

A. REGISTRATION AND IDENTIFICATION

1. In accordance with the Civil Air Regulations, Parts 00 and 02, *all* gliders must be registered with the Authority and must display identification marks assigned and issued by the Authority. Copies of the necessary application form may be obtained from any of the representatives of the Authority listed in Part C below, or from:

Chief, Certificate Section,
Civil Aeronautics Authority,
Washington, D. C.

It should be noted that technical data (stress analyses drawings, etc.) are *not* required for registration and identification.

B. AIRWORTHINESS CERTIFICATES

1. An airworthiness certificate ("C" or "R") cannot be obtained for a domestic glider unless (1) the glider airworthiness requirements have been complied with, (2) the glider is of a type approved under previous regulations, or (3) the glider has been previously licensed (G). In any case, the glider must satisfactorily pass an inspection conducted by personnel of the Authority.

2. The final drafts of the glider airworthiness requirements, designated as Part 05 of the Civil Air Regulations, and the corresponding Civil Aeronautics Authority Manual, CAAM 05, are not yet available, but copies of the tentative requirements contained in MM-11 (as modified by MM-13) can be obtained from the Authority. These tentative requirements are now being suitably revised to form the final draft of the Civil Air Regulations. Part 05, and CAAM 05 are also being prepared. The designer using these tentative requirements is therefore advised to submit to the Chief of the Aircraft Airworthiness Section, at the earliest possible date in the design stages, a report covering the basic loading conditions for his glider, so that he may be informed of any such revisions which may affect his design. This report should include the loadings for the various glider components, such as the wings, tail surfaces, etc., together with the necessary drawings.

3. When an airworthiness certificate is desired for other than a factory built glider, a procedure similar to that outlined in I.P. No. 2, "Home-Built Aircraft", should be followed.

4. If an airworthiness certificate is desired for a glider of a type approved by foreign airworthiness authorities, the

owner should contact the Chief of the Aircraft Airworthiness Section for the procedure to be followed. This will apply regardless of whether the glider is foreign built or is home-built from foreign plans.

5. It should be noted that insofar as the Civil Aeronautics Authority is concerned, an airworthiness certificate or an experimental certificate (see Part C) is not required for the *intra*-state operation of gliders, provided that the gliders are not flown within the limits of a civil airway or the control zones of intersection. An identification mark is, however, required (see Part A). The details of these requirements are set forth in Parts 00, 01, 02, 03, and 60 of the Civil Air Regulations, particularly in sections 02.5, 60.31, and 60.32. It should also be noted that there are no additional Federal Regulations governing the inter-state operation of non-commercial gliders. A large number of States, however, do require all aircraft to have either an airworthiness or experimental certificate. It is suggested that detailed information on this point be obtained from the pertinent State Aeronautics Authorities.

C. EXPERIMENTAL CERTIFICATES

1. In accordance with the Civil Air Regulations, Part 01, experimental certificates (X) may be issued for gliders under the following circumstances:

- (a) When the glider is to be used solely for experimental purposes,* and has no apparent unairworthy features. In general, such a certificate will not authorize airplane towing, unless sufficient satisfactory technical data has been submitted to the Aircraft Airworthiness Section of the Authority to determine safe towing speeds. It should be noted that an experimental certificate only

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