

Jack T. Gray Leaves CAA

A good friend of gliding and soaring, Jack T. Gray, has left the services of the CAA as Chief of the Airworthiness Section. He has always been sympathetic toward the gliding and soaring movement and he has many times assisted in the airworthiness problems of the glider designer. We wish Mr. Gray much success in his new position and we pledge our full support to his successor. The following CAA news release elaborates on this change in personnel.

"Marion P. Crews, for nine years an aviation engineering official in Government agencies and for the past two years Chief of the CAA's Midwest Aircraft Airworthiness section at Kansas City, has been promoted to Chief of the Airworthiness Section, Bureau of Safety Regulation, in Washington, Col. Donald H. Connolly, Administrator of Civil Aeronautics, announced today.

"He succeeds Jack T. Gray, who resigned from the post to accept a position with the Aeronautical Chamber of Commerce.

"Mr. Crews obtained his Bachelor of Science degree in electrical engineering at Washington University of St. Louis in 1924, and for four years thereafter was employed at his profession by the Kansas City Power and Light Co.

"From 1928 to 1931 he was assistant chief engineer and chief engineer of an aircraft manufacturing concern, and in the winter of 1931-32 worked with Benny Howard on design features of Mr. Howard's racing airplanes, Mike and Ike.

"Early in 1932 he joined the engineering section of the Aeronautics Branch of the Department of Commerce, remaining in the same work after the organization became the Bureau of Air Commerce and until 1936, when he was assigned, through the Manufacturing Inspection Service, to checking technical data on the Boeing 'Yankee Clipper' and the Boeing Stratoliner. He stayed at this work until December, 1938, when he was made Midwest Chief of the Aircraft Airworthiness section."

SSA Questionnaire

The Soaring Society of America has sent to each of the 180 gliding clubs on its roster, a questionnaire to accumulate and compile statistics on the extent of the soaring movement in the United States. This information is essential to better present our case to the federal authorities in asking their aid in the furtherance of the gliding movement.

It is to the interest of each club to make sure that this questionnaire is filled out and returned to the Soaring Society office with the least possible delay. There has never been made a complete survey of the number of gliders and glider pilots both licensed and unlicensed in the United States, nor is there any record of the amount of gliding and soaring which is taking place throughout the country. Knowing so little about the extent of the gliding movement and being without statistics to prove to the skeptics the wide scope of this movement, it is earnestly hoped that each club will be very honest about reporting its activities.

If your club did not receive a questionnaire, it is because the club is not listed with the society. It would be greatly appreciated if the secretary of any club not receiving a questionnaire would write in immediately so that one may be forwarded without delay.

Recognition

(Continued from page 1)

(b) The Director is authorized to appoint, subject to the Civil-Service laws, such other officers and employees as are deemed necessary and to fix their salaries in accordance with the Classification Act of 1924, as amended. With the consent of the Administrator of Civil Aeronautics the Director is authorized to accept and utilize voluntary and uncompensated services of any person and to utilize, without additional compensation, the services of such consultants and research assistants as may be, at the request of the Administrator of Civil Aeronautics assigned for that purpose by any department or establishment of the United States.

(c) The Director is authorized to make such expenditures as may be necessary for the exercise and performance of the duties and functions provided for by this Act, including expenditures for

(1) Rent and personal services at the seat of Government and elsewhere; (2) Travel expenses for officers and employees of the Glider Pilot Training Division; (3) Office furniture, equipment, supplies, newspapers, periodicals, and books of reference; and (4) Printing and binding.

Sec. 3.—There is hereby authorized to be appropriated for the fiscal year 1942 a sum of \$500,000, and annually thereafter such sums as may be necessary, to carry out the provisions of this Act.

VARIOMETERS

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