

tors. It was agreed that we should accept this generous offer and that further steps should be taken to complete the arrangements.

Capt. Barnaby has suggested to the Army that German sailplanes acquired by the Army be turned over to the Society for further testing. In reply he was informed that if the Society would present a test program and a shipping address, the sailplanes could be turned over to the SSA on a bailment contract. It was felt that the offer should be accepted and Bob Stanley was appointed to work out the arrangements, with August Raspet working out the test program. Certain of the sailplanes would be sent to the west to be investigated by the SCSA; others are to be sent to Elmira for investigation by pilots there. A test report will be written and presented to Wright Field when the program is completed.

Next was a discussion of future recommendations to the CAA on glider regulations. Dr. Klemperer has informed us that a group in the SCSA, headed by himself and Herman Stiglmeier, is working on a recommendation to be presented to the CAA. Capt. Barnaby appointed Bob Stanley as chairman of a committee that included Major Floyd Sweet, Dr. Klemperer, one other from California of Dr. Klemperer's choosing, and Paul Schweizer to further work out and coordinate these recommendations.

The final topic of discussion was the future of the Soaring Society and how to make the organization stronger both physically and financially. Bob Stanley felt that we should attempt to place ourselves in such a position that we could employ a full time general manager such as we had before the war. This he felt could be done by engaging the services of a professional promoter who was familiar with such procedures and could obtain money for the organization.

Paul Schweizer outlined the work done by Schweizer Aircraft through their sales manager, Bob Taylor, in getting the approval of the Veterans Administration to approve gliding schools for the training of veterans. Paul Schweizer submitted for the directors consideration the following set of proposed standards for approving G.I. glider schools.

September 12, 1946.

Capt. Ralph Barnaby, President
Soaring Society of America

The Veterans Administration has requested the Soaring Society to make a set of standards for passing on applications for glider school approval. We hereby submit for the SSA Directors consideration a proposed set of standards. Since some such set is immediately needed at the earliest possible time, we respectfully request your review and recommendations.

STANDARDS FOR APPROVING "G.I." GLIDER SCHOOLS

1. That the following courses which lead to CAA Certificates be given:

No. 1—Private Glider Pilot Course for a CAA Certificate of that grade. Minimum requirements, 100 flights.

No. 2—Commercial Glider Pilot Course for a CAA Certificate of that grade. Minimum requirements, 250 flights or 150 flights with 5 hrs. soaring.

No. 3—Private or Commercial Glider Pilot Course for the holder of a Private or Commercial Power Pilot Certificate leading to a CAA Certificate of the grade of either Private or Commercial Glider Pilot. Minimum requirements, 100 flights or 50 flights with 5 hrs. soaring.

2. That each flight must be for a minimum duration of one minute—time to be computed from when the glider takes off until it lands.

3. That the following methods of launching be permitted: auto tow, auto pulley tow, winch, and airplane.

4. That for the purposes of efficient training and in order that the student may attain the highest possible degree of proficiency, the term *soaring flight* be construed to mean any prolonged flight of over 5 minutes duration, whether it be on airplane tow or free flight, gliding or soaring.

5. That in order for the student to attain the highest degree of proficiency in course Nos. 2 and 3, the contractor may give the student the optional requirement of 5 hrs. soaring flight, the towing time (maximum of 4 hrs.) to be included as part of the 5 hrs. soaring flight required and then he may be permitted a maximum of one hour airplane tow or soaring time on course No. 1.

6. That in order to bring the student to the proficiency required by CAA to pass the flight test for the certificate, the contractor be permitted to give a maximum of 10% more flights than the minimum required.

7. That the charges be made per flight where the flight is of less than 5 minutes duration and when the launching is done by auto, winch or pulley, and not by airplane. (Recommended charge of \$1.50.)

8. That no charge be made for any flight less than one minute duration.

9. That for any one flight where the launching is by auto, winch or pulley and not by airplane, an additional charge be made for time over 5 minutes on the basis of an hourly glider rental plus instructor's fee if dual, this charge to be computed to the nearest 5 minutes. (Recommended hourly rate for glider \$5.00. Instructor \$3.00).

10. For any flight where an airplane is used for towing the contractor be permitted to charge for the tow plane and pilot at the prevailing dual hourly rate for that particular airplane, the time

to be computed from take-off to landing. That the contractor be limited to the size of tow plane, said limit to be 250 h.p.

11. That the charges for the glider and instructor be computed at the hourly rate (see No. 10) when an airplane tow is made, the time to be computed from when the glider takes off until it lands.

12. Where the contractor elects to give the student the alternate minimum requirements of 5 hrs. and 150 flights for course No. 1 and 5 hrs. and 50 flights for course No. 2 the minimum requirements of 5 hrs. flight shall also be the maximum he will be allowed to charge for.

13. That the contractor will discontinue giving further instruction to a student at any time he feels the student will not be able to successfully pass the CAA flight test for the Certificate his course calls for in the maximum number of flights allowed.

14. That the applicant use licensed equipment and personnel and have suitable facilities and personnel to give the flight and ground experience as required by the CAA.

Very truly yours,

Paul A. Schweizer,
Soaring Society Director.

Since the Veterans Administration knows nothing about gliding they suggested that the Soaring Society make recommendations that would be the basis for the Veterans Administration approval of glider schools. The SSA directors recommended that Capt. Barnaby act on this request, using the above set of proposed standards with any modifications he might see fit to add.

The meeting closed with the decision that another meeting should be called within a month to further plan the future of the Society.

BOOK REVIEW

Soaring Flight by Terence Horsley, Current Books, Inc., N. Y. Price \$4.00. Available from our Book Service.

This is the first book about gliding and soaring since "Flight Without Power" by Lewin Barringer, that has our unqualified endorsement. *Soaring Flight* was first published in England in 1945 and it is due to the initiative of Roel Wolfson that this book is now printed in the United States.

Terence Horsley is an experienced glider pilot who combines a technical understanding of his subject with a rare ability to express the beauty and majesty of gliding and soaring. The mechanics of gliding and soaring and the relevant science of meteorology are explained in terms that a person new to our activity will understand, yet so thoroughly presented that all of us will find *Soaring Flight* profitable reading.

This is an excellent book with which to convince the skeptical for the author's enthusiasm is boundless and infectious.