

DIRECTORS' MEETING

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it was suggested by Shupack that, since the S.S.A. had been functioning for five years without the benefit of a franchise from the N.A.A., the S.S.A. might well continue to do so and escape the fees which appear to be very high, or have the S.S.A. return the various licensing functions to the N.A.A. Most of the Directors seemed to feel that the administration of the sporting element of gliding and soaring was important enough to try to retain. It was moved by Sweet that President Barnaby be authorized to carry on the negotiations with the N.A.A. to the end that a suitable agreement for a franchise be worked out and approved. Motion was passed.

The next item on the agenda was the report of the Committee on C.A.A. Rules. The Committee presented a group of revisions to the present Glider Regulations, which set up the requirement of a physical examination for glider pilots and a minimum of six hours dual for the private glider pilot, and a new category, "glider flight instructor." In the discussion it developed that these rules would tend to replace singleplace training with twoplace training. Objections were raised to this on the grounds that past records do not indicate that dual training is more safe than singleplace, or that there is any valid reason for outlawing singleplace training. All present agreed that the present Glider Regulations permit both twoplace and singleplace training, but that the number of required flights favored automobile tow as against airplane tow, which made the latter too expensive. It was suggested that this difficulty could be overcome by merely adding to our present Regulations the statement "That one hour of dual glider time shall be considered equal to ten of the required flights."

A motion was made by Shupack that, since the "Revisions" to the C.A.R. presented by the Committee eliminates singleplace training, the Committee be asked to withdraw their report from the Civil Aeronautics Board. Motion was defeated.

It was moved by Sweet, that the C.A.R. Committee be continued and asked to review their proposed changes to the C.A.R. and make final recommendations to the President. Motion passed.

A motion to adjourn was made and passed, since the time was already six o'clock.

The next day, April 13th, the meeting was called to order at 10:30 a.m.

The first action by the President was to call for the report of the Committee to amend the by-laws. The Committee recommended that the following memberships be made part of our by-laws: That the dues for active membership shall now be \$5.00. That there shall be an associate membership, the dues for which shall be \$3.00, the only privilege shall be

a subscription to the magazine. There shall be sustaining members, for which the annual dues shall be \$25.00; sponsoring members, for which the annual dues shall be \$100.00; and life membership for a payment of \$100.00. These memberships (sponsoring, sustaining and life) shall have all the privileges of active membership.

Article 3, Section 1, was changed to permit the election of new Directors prior to the Directors' Meeting at the Annual Meeting, held at the National Contest. The proposed amendments were accepted unanimously by the Directors.

The question of the professional or the amateur status of our glider pilots was discussed a bit in connection with the possibility of our glider pilots participating in the Olympic Games. The Record Committee was asked to secure a definite statement on this matter from the Olympic Committee.

The report of the Records Committee was made by Dr. August Raspet:

"SOARING SOCIETY OF AMERICA Report of Records Committee April 13, 1947

Organization: B. Shupack, Records; V. Saudek, West Coast Barograph Calibration; F. Compton, J. Robinson, Meet Rules; W. Setz, International Meet Adviser.

REPORT OF ACTIVITIES:

1. Homologated 1946 Records. Ready for publication in SOARING.
2. Development of a barograph and sponsoring manufacture. To be available for National Meet.
3. National Meet planning:
 - a. Two visits and lectures at Wichita Falls.
 - b. Collected publicity pictures for Rogers & Smith, publicity agents for Wichita Falls.
 - c. Conference Alex Dawydoff, Ridings re publicity. Ridings & Ferris were prospective agents for Wichita Falls.
4. Planning Elmira contest in communication with Paul Schweizer.
5. Compilation of National Meet Rules from recommended rules of Compton, Comey, international and previously used rules.
6. Simplification of requirements for observers.
 - a. Airport managers.
 - b. C, Silver C and Golden C pilots.
 - c. Applicants for proper qualification:
 1. Members of SSA
 2. Aviation interest.
7. Work on Northwestern Meet.
8. Meet at Sanford, Florida, March 1, 2, 1947.
9. SSA-NAA Affiliation Agreement, proposed agreement submitted to President Barnaby."

The personnel of the Contest was next up for discussion. It was moved by Robinson that "Bob" Blaine be recommended for the post of Contest Manager,

and John Nowak as Operations Manager. Motion was passed.

Dr. Raspet submitted the publicity program for the National Contest by Wichita Falls. The depth, extent and detail of the proposed publicity campaign won the admiration of the Directors.

The next item was the matter of standardized Contest Rules. It was moved by Raspet that the Directors extend a vote of thanks to Francis Compton for his fine work in connection with the standardization of Contest Rules. It was decided that the philosophy governing the final selection of rules for the Contest should be to encourage the breaking of existing international glider records.

It was moved by Sweet that the minutes, with the complete discussion, go to the Directors, and that only a brief outline and results of the discussion should be printed in the magazine. Motion was passed.

Respectfully submitted,
BEN SHUPACK, *Acting Secretary*

ATTENTION, GLIDER CLUBS!—Sale New Midwest MU-1 Utility \$975. New Midwest MI-1 Sailplane \$1385. New Midwest Combination (Fuselage Utility & Sailplane Wings \$1785. New Taylorcraft (TG-6) Glider \$400. Used Frankfort & (Metal) Schweizer two-place Sailplanes \$500 to \$1200. Approx. 6000 ft. 13 ga. winch wire \$15. Glider Trailers built to order. Steinhauer Sailplane Company, Mundelein, Ill.

FOR SALE—Laister-Kauffmann LK-10B two-place sailplane, NC-24188, latest model, not war surplus, licensed, factory finished cream and blue, fabric and ship like new condition, 6½ hours total time, all soaring. Always hanged. Complete with covered trailer, new nylon towrope, instruments, ready to fly. Cost \$1,975 new, will sacrifice at best offer over \$875. Dave Harris, 631 South Fancher, Mt. Pleasant, Michigan or Kilburn Adams, 619 South Green, Wichita, Kansas.

FOR SALE—DuPont Utility, NX 33530, sister ship to utility record holder, ready for NC, new condition, enclosed cockpit, time 7 hours. \$500. E. Jacobsen, Box 104, Lunenburg, Mass.

FOR SALE—BAROGRAPHS. Three imported German flight barographs for sale. 0-6000 meter range. Three speed clock. Plastic case with drum visible in flight. Brackets and harness for shock cord suspended mounting. \$75.00 each, delivered in USA. C. B. Haas, 24445 Schoolcraft Road, Detroit 23, Michigan.

FOR SALE—Pratt-Read, licensed, on trailer with tarp, air brakes, practically new; at Wurtsboro Airport, New York. \$850 or best offer. R. Leibold, 930 Livingston, Columbia University, New York City, 27.

WANTED—Bowlus Baby Albatross, in good condition. Partially completed kit or parts. E. McGuinness, 80 Centre Street, Brookline, Mass. Phone Aspinwall 3365.