

7.1 A goal for distance and return flights shall be the center point of such designated airport, town, or geographic location. Contestants must make a 360° turn around such center point before beginning the return leg.

7.2 If a contestant wishes to designate an airport as his goal and there are one or more other airports in the vicinity of his goal airport, it is the contestant's responsibility to identify beyond all doubt, by specific name, the airport he wishes to designate as his goal point. Failure to do so will be sufficient cause for forfeiture of extra points awarded for goal performances.

7.3 "Point of Release" shall be construed to be the center point of the contest launching site if actual release is made within 2 miles of such center point. If it is the starter's opinion that release was made beyond 2 miles from the center point of the contest site, then "point of release" shall be that point described by the starter as the point of actual release.

7.4 Altitude gained is the barometric altitude between the lowest point in the flight and the highest point, taken in that order. The initial "low point" for each contestant launched by airplane tow shall be the maximum airplane tow altitude as determined each day by the contest management. The initial "low point" for each contestant launched by auto tow shall be the maximum possible altitude attainable with the particular auto tow equipment used. If a contestant sinks substantially immediately after releasing, the barograph trace will, of course, constitute a subsequent and new "low point".

8.0 *CHANGES IN CONTEST RULES* may be made during a contest only with the approval of a majority of the directors of the Soaring Society who may be present at the contest, and the approval of a majority of the contestants.

Vacation in Central FLORIDA

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The ART OF SOARING FLIGHT is taught here all year round at an approved State Soaring School by experienced soaring pilots in glider training.

August and September classes are being organized now. Reservations must be made 30 days in advance. Courses are:

SOARING PILOT COURSE—75 flights, including aero tow.....\$150.00

SOARING PILOT COURSE FOR CAA CERTIFICATED AIRMEN—50 flights, including aero tow.....\$100.00

PRIVATE AND COMMERCIAL GLIDER PILOT COURSES also offered.

Inquiries welcome, write:

GLIDING & SOARING SERVICE, INC.

P. O. Box 656
SANFORD, FLORIDA

DAVID HOOLEY writes: 'We have a twoplace Cinema and are flying on an average of three afternoons a week. During the first week of September, we went on a trip to Frankfort, Michigan, to do some soaring, and had some excellent weather. We flew from the Frankfort beach, from the Frankfort airport and from Crystal Downs. On two days the winds were good for soaring for about six hours. I made one flight of more than an hour over the ridge at the north edge of Frankfort and then came down because a storm was approaching. This was the longest flight of the trip. On the other day when conditions were good, each one on the trip got a flight of at least thirty minutes. The members who went on this trip are as follows: Bob Hall, Tom Lacey, Dick Oldenburg, Bob McIntyre, Pete Piotrowski, Bill McManus, Dick Potter, Bo Bachand, Mrs. Hall, Mrs. Potter and myself. Everyone at Frankfort certainly did everything they could to help us. George Bennett, Pete Panos, Zada Price, and Mr. Nixon were especially helpful. Only two of us in the club now hold commercial glider licenses, but we hope to have several more who will get theirs in a short time.'

TED NELSON must feel pretty good. His powered glider, the Dragonfly, drew the largest crowds at the N. Y. Aviation Show, February 1-8. Harry Perl and Myron Wells were there as the official representatives. The Dragonfly, which established a new CAA category, "a glider with auxiliary power," has a strut braced, high wing of 47 ft. span, with a wing area of 168 sq. ft. Its gross weight is 935 pounds, and empty, 550 pounds. Myron Wells demonstrated its soaring qualities in an 83 mile flight, lasting four hours and 45 minutes.

WALTER LOB reports that 'ye olde Tech glider club (officially known as M. I. T. Aeronautical Engineering Society, or A. E. S. for short) is operating again. Dick Seaman is back from the wars and is president of the outfit. We bought a Franklin from the Airhoppers, and are running training trips to Plymouth, Mass. Our old Chrysler is still doing fine, after a bit of overhauling, and we are fixing up the winch for next spring.'

JEAN BOOTH, our Brazilian missionary, is back home, and by now is Mrs. Peter J. Pieretti. Peter Pieretti is a four engine Naval Air Transport service pilot!

BEN SHUPACK submits this data: Those who have dreamed of using Jato for glider launching, will be interested in the data from Aerojet Engineering Corporation as of August 1946.

To launch a TG-32, gross weight 1200 pounds, to an altitude of 1500 feet, would require a rocket which would produce 500 pounds of thrust for 30 seconds. This rocket will weigh 205 pounds loaded and 115 pounds expended. Each rocket will cost \$145.00!!!

THE SOARING SOCIETY will receive five German gliders from the Army. They are 2 MU-13, one each of Windspiel, Meise, and Weihe. Two will be sent to Elmira, two to California and one to Wichita Falls, where they will be tested in accordance with the program set up by Dr. Raspet.

JOE STEINHAUSER has revived the Motorless Flight Institute. Operations are on the new Chicagoland Airport, 25 miles north of Chicago, on U. S. Highway 45, and Illinois routes 21 and 22 just south of the town of Half Day. Joe can be reached at Mundelein, Illinois.

VIC SAUDEK is back in California with North American.