

munities interested in the 1948 Contest, but that it would take until October to advise them of the requirements for the Contest and to receive firm bids. It was generally agreed that the closing date should be as early in October as possible, in order to allow the sponsoring community the maximum amount of time to organize for the meet.

He then led a discussion which resulted in the setting up of a set of requirements for the meet and included the following items:

For serious consideration of a bid by the SSA, the sponsor must give assurances that at the time of final acceptance of the bid, the sponsor can post in escrow not less than \$5,000 point award money and can provide or guarantee not less than \$12,000 toward contest expenses.

Further requirements are:

1. \$500 SSA Sanction Fee.
2. \$10.00 entry fee or less for each glider entered in the contest.
3. Three single-party telephones at contest headquarters.
4. The sponsor shall handle the entire matter of insurance.
5. The sponsor shall provide adequate first aid and medical services; and
6. Adequate accommodations for pilots and crews available, at cost;
7. Space for pilot meetings, administrative personnel, and SSA field office;
8. Minimum of eight tow planes and pilots;
9. Adequate hangar and tie-down facilities;
10. Adequate pre-contest promotion, advertising, and publicity, and adequate publicity and public relations during the contest;
11. Management and Field Staff as follows: Contest Director, Contest Business Manager, Operations Manager and two assistants, Chief Timer and two assistants, Chief Barograph Statistician and assistants, all approved by the SSA.
12. An SSA contest adviser may be required to be present two or three weeks prior to the contest, transportation paid and \$25 a day for salary and expenses.

The next discussion was on the financial situation of the SSA. Arthur Schultz, previous Treasurer of the SSA, reported on the financial condition of the SSA and advised that as of the moment, the Society's liabilities exceeded its assets. He advised that this was due mainly to the approximately \$2000 printing bill for the Brochure-Roster—and the extra copies of the May-June SOARING printed for promotional purposes.

Ways and means for straightening out the financial condition of the SSA

SAILPLANES AT AIR RACES



Harold G. Martin

George Tabery, Emil Lehecka with mascot Patches, Fritz Sebek, and Fred Brittain with Schweizer 1-21 in background await "Curtain Time" at Cleveland.

Through the kind offices of George Haddaway, editor and publisher of *Southern Flight*, National Air Races fans were treated this year with a spectacular glider aerobatic show which opened every day the Nation's Aviation Classic.

For the first time in the history of this country's motorless flight activities, four gliders were towed aloft daily to an altitude of 4,000 feet, where upon release, three went through a series of formation aerobatics, executing, rolls, bomb bursts, head-on loops and rattle-tail race maneuvers. The fourth one performed a series of solo aerobatics while jettisoning water ballast from its wings which left gossamer trails of water vapor marking the path of the graceful sailplane through the air.

The three sailplanes which performed formation aerobatics were LKs flown by George Tabery of Elmira,

N. Y., Fred Brittain and Fritz Sebeck of Homestead, Fla. The fourth was the latest product of the Schweizer factory, the famous 1-21 high performance sailplane flown by the motorless aerobatic ace, Emil Lehecka. This was Emil's fourth active participation in the National Air Races.

The tow plane was a BT-13A flown by Lee Harper of Logan, O. The smooth execution and thrilling performance of the four glider pilots created considerable favorable comments among the crowds, race pilots and officials.

Considerable credit for the success of the show should go to Bill Pagan, former secretary of Cleveland Glider Council, who as one of the officials of the Air Races in charge of the glider act, worked untiringly with the pilots and crews long before the opening of the Air Races. Technical advisor of the glider show was Alexis Dawydoff.

were discussed and Maj. Sweet made the following motion: That the SSA dispose of the L-K sailplane for maximum cash value and that the 3rd Pratt-Read be given to Dr. Raspet for research with the stipulation that it be used in any manner that he sees fit for the SSA research program and if he disposes of it, that the proceeds go to the SSA. Capt. Barnaby seconded the motion and it was carried.

Other means were discussed to raise money and it was generally agreed to request contributions from SSA members and friends to get SSA on a good financial footing. President Reeves was to get out a letter soliciting these funds.

The time and place for the next meet-

ing was discussed and although no definite action was taken it was generally agreed that it would be held in October to act on the choice of the site for the 15th National Soaring Contest.

G. I. BILL GLIDER SCHOOLS

Several Gliding and Soaring Schools have recently received governmental approval to give motorless flight courses under the G. I. Bill of Rights; Gliding and Soaring Service, Sanford, Fla.; Schweizer Glider School, Elmira, N. Y., and Cromelin's Air Activities, Daniel Field, Augusta, Ga.

Skiles Aviation Service, Denton, Tex., hopes to be approved shortly.