

News FROM Clubs AND Members

SSA-NAA AGREEMENT

By E. J. Reeves, President SSA

On January 20, your committee on NAA-SSA relations met in the offices of NAA in Washington, D. C. All members of the committee—Reeves, Barnaby, Compton, Comey, Sweet—were present, as was the Society's East Coast Vice President, Mr. Robert Stanley, who was kind enough to sit in for the discussions. Present representing the NAA were Mr. Lowell Swenson, Retiring Executive Vice President, Mr. C. S. Logsdon, Director, Contest Division, and Mr. R. M. Phelps, Executive Manager. Full and complete discussions were had on various problems and a tentative agreement was worked out which has since been put in finished form and approved by your committee.

Under the agreement, we are accepting rather heavy responsibilities in that the NAA is turning over to us completely and in toto everything governing gliding and soaring in the United States. They necessarily will insist on our doing a good and efficient job; that is as it should be, and I have no doubt of our ability to carry out this phase of aviation in this country to the full credit of this Society, the NAA, and the FAI.

I should like to report to you that the gentlemen of the NAA were in every way friendly and showed an eagerness on their part to turn over to our Society gliding and soaring in this country provided we could assure them that we would capably discharge this duty. I am sure that we all recognized the fact that the NAA has an obligation to the international body, the FAI, and they should insist that we comply with all of the rules and requirements as laid down by the international governing body on sporting aviation.

The agreement in its final form appears below: It was submitted by the SSA and approved by Arthur I. Boreman, President, NAA and Daniel W. Bell, Treasurer, NAA.

"The Soaring Society of America would like to be delegated by the National Aeronautic Association, which is the official representative of the Federation Aeronautique Internationale in the United States, full responsibility for the supervision and conduct of all contests and record attempts in soaring and gliding within the continental United States.

"This letter embodies details of a proposed agreement discussed at a meeting held in your office on Tuesday, January 20, 1948, which was attended by Charles S. Logsdon, R. M. Phelps and yourself representing the National

Aeronautic Association and Fritz Compton, Floyd Sweet, Richard J. Comey, Robert M. Stanley, R. S. Barnaby and myself representing the Soaring Society of America and shall hereafter constitute the agreement between the two organizations relating thereto.

"In consideration of the mutual promises and agreements herein set forth, you hereby grant to the Soaring Society of America, for a period of one year, January 1, 1948, to December 31, 1948, inclusive, exclusive supervision over the sanctioning and conduct of all contests and record attempts in soaring and gliding, subject to the conditions and requirements herein set forth, and we agree to encourage and promote said activity and to observe the requirements and regulations of the National Aeronautic Association and the Federation Aeronautique Internationale governing such Activity.

"Under the terms of this agreement, the Soaring Society of America shall have the exclusive right to sanction national, regional and other gliding and soaring contests and to designate the requirements therefore, provided that nothing in these requirements shall be inconsistent with the requirements and regulations of the NAA or FAI. In addition, it shall have authority to approve and appoint officials, timers and observers for SSA sanctioned gliding and soaring contests and record attempts, provided, however, that all such individuals shall have met the qualifications established by the NAA and FAI.

"The NAA also delegates to the SSA:

(1) Responsibility and authority to issue 'A', 'B', 'C', 'Silver' and 'Golden' Badges;

(2) To homologate and approve, subject to review and final approval by the NAA Contest Board, National, International and World Record flights;

(3) To issue the official sporting license required for participation in any sanctioned gliding and soaring contest or record attempt, or recognize the SSA membership in lieu thereof, provided, however, that in the discharge of any and all of these responsibilities, the SSA shall comply fully with the requirements and regulations of the NAA and FAI governing such activity.

In consideration of the above, we agree to pay you as follows: the sum of two hundred dollars (\$200.), on or before August 1, 1948, and, in addition, one-third of the total record and contest sanction fees collected by the SSA in excess of six hundred dollars (\$600.) during the period of this agreement.

"While this agreement shall be for the period set forth in this letter, it is understood that the NAA reserves the right to revoke the rights and privileges granted under said agreement at any time upon failure of the SSA to fulfill the conditions and requirements herein set forth, after full and careful review of the matter by the Contest Board of NAA.

"This agreement, as continued herein, shall not be modified except by writing signed by both of us.

"If the terms and conditions set forth herein are satisfactory, will you please indicate your acceptance thereof by having your duly authorized officers sign the enclosed copies hereof and return to me."

NEW RECORD CATEGORIES

The FAI has just announced two new soaring record categories: Speed around a 100 kilometer triangular course and speed to a goal over 100 kilometers.

Detailed requirements for these records will be announced as soon as they are received.

Also being set up is a third new category: Altitude above sea level.

LETTER TO THE EDITOR

I received my membership card recently with a mimeographed form indicating the specific objectives of the Soaring Society of America in promoting all phases of gliding and soaring.

I notice that you have left out one of the most important phases in sailplaning, one which should be brought to the attention of the public and also to the members of the Society, that is —powered glider type soaring.

I sincerely believe that if soaring is ever to become a more popular and expanded sport, the work involved in conducting glider flights is going to have to be eliminated even more than the conventional airplane tow that is now being used. That leaves only one choice, namely,—to install a motor on our sailplanes so that we can take off and climb under our own power.

I have talked to a great number of people who are interested in soaring and they will not put up with the amount of work that is necessary in the average glider flight.

I was very sorry not to have had time to stay for the completion of the National Contest at Wichita Falls, because I am sure that with the conditions that prevailed after I left, the "Dragonfly" would have been able to make some interesting flights and to show your members a few more of the possibilities of the powered glider.

However, we put in approximately 75 hours of flying here in the Bay Area last year, with less than 10 hours of engine time being used. This we feel