

# SSA DIRECTORS' MEETING

The first of three Directors' Meetings held at Harris Hill, Elmira, N. Y., was called to order at 9:55 AM, July 3, 1949 by President E. J. Reeves.

Directors present were: Capt. R. S. Barnaby, J. S. Charles, R. J. Comey, F. B. Compton, W. H. Coverdale, A. Dawydoff, Dr. W. Klemperer, E. J. Reeves, P. A. Schweizer, B. Shupack, F. J. Sweet. The second and third meetings were also attended by T. Nelson.

Present by proxy: R. Stanley, T. Boyer.

The report of the Election Committee was read by B. Shupack and accepted. The following were elected to serve as Directors for the three-year period beginning July 1949: Capt. R. S. Barnaby, R. J. Comey, Dr. W. Klemperer, E. F. Knight, Dr. A. Raspet, B. Shupack. Nominations were opened for two Directors-at-large and votes cast. H. Carson and T. Nelson were elected for a one-year term.

A discussion was held on the January meeting of the Institute of Aeronautical Sciences and it was felt that the SSA should request a joint meeting at a later date. A general discussion was also held on the September meeting of the FAI in Cleveland.

Agenda was established for the following Directors' Meetings and the meeting adjourned at 11:20 AM.

The second meeting was called at 3:30 PM, July 9.

1. *Arrangements and policy for FAI Cleveland meeting:* A committee, consisting of W. Klemperer, Chairman, R. S. Barnaby, F. Compton, B. Shupack and R. Comey, was appointed to make recommendations to E. J. Reeves, delegate at the meeting.

2. *Review of C.A.P. program and future plans:* F. Sweet reported on progress of his committee and its readiness to submit to the C.A.P. suggested programs for its glider activity.

3. *1950 International Meet:* A committee was appointed, including Dr. Klemperer, Capt. Barnaby, and Wally Setz for the purpose of preparing a report for the Directors on the SSA's participation in the 1950 International Meet.

4. *Recommendations to George Hadaway for his report:* The following specific recommendations were made:

(a) *That the experience requirements for glider pilot rating for a person having a valid power pilot certificate would be reduced to one hour and include five landings.*

(b) *That a third category (similar to previous "R" category) be created to permit limited production of special type sailplanes and power gliders.*

5. *SSA financial problem:* R. Comey reported on the present financial status of the SSA and the vital importance of building up membership in order to meet current expenses of the Society. The matter of raising funds was again discussed but no definite action was taken.

6. *Election of Officers:* It was voted to re-elect the present President, Treasurer, and Secretary. The Secretary was instructed to cast one vote for Dr. Klemperer as West Coast Vice President. For the East Coast Vice President, Capt. Barnaby and W. Coverdale were nominated, with Capt. Barnaby being elected.

W. Coverdale was appointed Chairman of the Contest Committee—with F. Compton, J. Spurgeon, and R. Parker as members—to handle all matters concerning contest sanctions, etc.—F. Compton to be in charge of all records and issuance of certificates.

7. *Sierra Wave Project:* To be discussed at following meeting.

8. *Committee for setting up National Program:* This matter was discussed at length but no definite action was taken at this meeting. The need for some concerted effort to reach the right people was agreed upon, and the general feeling was that some aggressive program should be carried out.

9. *Question of filling out international questionnaire on glider statistics:* To be discussed at next meeting.

10. *Warren E. Eaton Award:* The following were nominated for the Eaton Award: Bob Symons and Harland Ross for their work in the Sierra Wave Project; Dr. Klemperer for his long and varied activity in soaring and his recent OSTIV trip; Gus Briegleb for establishing the EL Mirage soaring center; and Ernie and Paul Schweizer for developing the 1-23 sailplane.

A sealed vote was taken and the decision announced at the Awards Banquet at the end of the contest. The winners were Bob Symons and Harland Ross.

Since no applications were received, it was decided not to award the Barringer Trophy for 1949.

Discussion was held concerning the technical and scientific aspects of soaring of the SSA, and it was decided to create two committees:

(a) Scientific Committee, which will replace what is now known as the Technical Committee.

(b) Technical Committee, to cover primarily flight operations and related items.

A Technical Committee was appointed with Paul Bikle as Chairman, and W. Setz, F. Sweet, P. Schweizer,

Scientific Committee to have A. Raspet as Chairman.

Third meeting was called at 10:45 AM, July 10.

11. *Site of 1950 National Soaring Contest:* Discussion of 1950 National Soaring Contest was held. The following expressed interest in the 1950 Nationals: El Paso, Texas; Grand Prairie, Texas; and Elmira, New York.

For the 1951 Nationals: Los Angeles, California; and Denver, Colorado.

It was decided that all bids should be in by September 30th and that a definite decision should be made by October 15th. A suggested budget of \$10,000 was proposed.

12. *Report on OSTIV by Dr. Klemperer:* Dr. Klemperer reported on the OSTIV meeting and the Sierra Wave Project.

E. J. Reeves reported on the C.A.P. program and the exchange of Cadets. Meeting was adjourned.

## WE HAVE A LONG WAY TO GO

Here are some pertinent figures on German glider production compiled by the German author, G. Breutting, and relayed to SOARING by Joe Steinhäuser of the Motorless Flight Institute, Mundelein, Ill.

Until 1939, Germany had eight glider manufacturers. One of these was Schneider, who, between 1928 and 1944 built the following ships: Grunau Baby's 2580; Grunau Trainers, 610; and Baby Motor Gliders, 20. During this same period other builders, under license, constructed 2700 additional Grunau Baby's and 2500 Trainers. In other words, 8390 gliders and sailplanes of three types only were built in 16 years.

In addition Jacobs-Schweyer produced Weihe sailplanes at the rate of 15 a month. Schempp-Hirth delivered 110 Minimoa's in July and August of 1939 and 50 Habicht Sailplanes from March 1942 to October, 1943.

In 1945, the number of gliders and sailplanes available in Germany, not including army gliders, totalled about 12,000. Some 3000 glider instructors were available.

The NS glider group made about 900,000 starts in 1936, and about 3,600,000 starts in 1944. The accident ratio (major damage to glider) was one to 2500 starts in 1936 and in 1944 this ratio had declined to one in 12,000.

## NEW SOARING SITE

We have almost four miles of (South) Yuba River frontage and two Sierra Nevada ranges. We are establishing an experimental center for motorless aircraft here—SSA members are invited to visit, live or holiday here (\$25.00 per month). D. R. RITCHIE, Dir., U. S. Veterans' Project, Box 306, Nevada City, Calif.