

INTERNATIONAL MEETING

It was a great pleasure for the National Aeronautic Association and the Soaring Society of America to welcome to the United States the FAI delegates of the foreign national aero clubs, representing gliding and soaring in many parts of the world. The Federation Aeronautique Internationale is the world governing body for sporting aviation, including motorless flight. The FAI Gliding Committee Meeting took place in conjunction with the annual meeting of the General Conference of the FAI, which was held in this country for the first time in many years. Much was accomplished at the Gliding Committee Meeting, and we look forward to increased cooperation on an international plane.

The following Minutes were approved by the FAI Sporting Aviation Committee and the General Conference. Their acceptance is now final and they are henceforth in effect for all record attempts and other matters covered.—Ed.

Minutes of the Meeting held at the Wade Park Manor Hotel, Cleveland, Ohio, Sept. 2-5, 1949.

Delegates present: Belgium, M. W. Grandjean; France, R. Cartier; Holland, P. F. Yperlaan; Switzerland, A. Gehrig; Poland, Janusz Przymanowski; Canada, D. L. Buchanan; U. S. A., E. J. Reeves; Hungary, Imre Koos.

Also present were: Poland, Wlodzimierni Humen; Canada, Gordon F. Henderson, Barrie Jeffery; U. S. A., Ralph Barnaby, Richard Comey, Paul Schweizer, Jerome Wolcott, Marvin Krieger, Floyd J. Sweet, Wolfgang B. Klemperer, Jon D. Carsey, J. W. Simmons.

Election of Officers for the Meeting: Chairman, Mr. Gehrig; Secretaries, Mr. Cartier and Capt. Barnaby.

The following are excused: France, Pierre Massenet; Great Britain P. A. Wills; Norway E. Sandberg.

ITEMS 1 AND 4 OF AGENDA

Possible Remarks on Rules Governing Gliding Records—Adjustment of Those Regulations to Those of the Revised Sportif Code—and Speed Records on a Triangular Course — Measurement of Distance.

It was proposed by the U. S. Delegate that the powered glider category of records be reinstated in view of the renewed interest. It was then approved that the Soaring Society of America would study the matter and make recommendations for new rules and submit them for consideration at the next meeting. These proposals should be sent to the Secretary General, FAI for distribution, with a copy to the Chairman of the Committee. The study should consider having the only restriction be-

ing a limitation of fuel to 5 liters, and otherwise comply with existing glider regulations.

4.2.1. *Class D:* It was approved that flying starts be permitted. To accomplish this, 4.2.1. Class 1st paragraph, be changed to read: "The moment of starting is fixed at the moment of free flight, that is to say, the moment of release from tow, or the flying start as defined in 4.2.1. sub. a) above may be used." (This permits flying starts for speed records—Ed.)

9.3.8 *Class D:* It was approved that the words "At 1500 meters maximum above the point where the glider leaves the ground," be deleted from this section. This proposal was originally approved at the F.A.I. Glider Committee meeting on July 27, 1948 (DOC. VSM/48/8 Item 4), and inclusion of this phrase in the present draft of the Code Sportif is in error and should be deleted not only from this paragraph, but 5.4.1.6 should also be deleted. (This removes the 1500 meter maximum release altitude restriction from all record categories and soaring badges—Ed.)

9.4.4 *C:* It was approved, in accordance with the decision of the meeting of the Sporting Committee of the F.A.I., 1948, Doc. ASI/48/11 Item 6.2, that a previous speed record must be beaten by a margin of at least 2 km/hr.

9.4.4 *D:* It was approved that the 2nd paragraph be changed to read: "At the finish the plane of sight must be crossed within 300 meters in a horizontal line from the starting point."

Use of Barographs in Towing Aircraft

It was approved by all delegates except France that barographs need not be required in towing aircraft except for altitude record attempts. It was further approved that to establish the release altitude 9.6.1 C, Class D, have paragraphs a, b and c deleted, and in their place the following:

"a) Statement of the tow pilot, who shall be an official timer, as to the release altitude.

"b) Statement of another official timer (commissar) that the maximum permissible release altitude was not exceeded.

"c) If in the opinion of the F.A.I. the altitude of release stated leaves doubt as to whether the maximum release altitude permitted by the 1% glide ratio was exceeded, the burden of further proof that this altitude has not been exceeded is upon the record applicant."

It was further approved that 9.6.2 E. d) have the following words deleted: "and of the towing aircraft"; and 9.6.3 E. d) should read: "Indication of the altitude of the point of release and the landing point." Parenthetical remarks deleted.

Other Necessary Changes for the Code Sportif

9.3.1: It was approved that a new paragraph, Class D, be added to this section, following DOC. VSM 49/1/Item 2.8, which reads as follows: "It is not necessary that the National Aero Club be advised in advance of a glider record attempt, but it is necessary that the official observers and timers, as required, are present and the other necessary arrangements for the attempt must be accomplished."

4.3.1: It is approved that the following words be added to this paragraph: "In the case of speed flights of gliders, a jewel watch with a second hand may be deemed to be sufficient."

4.3.2: It is approved that a new item be added as follows:

"c) Time Pieces for Glider Speed Flights:

Jewel time pieces used for timing glider speed flights must be checked against an accurate time source not more than three hours before the start, or not more than three hours after the finish."

9.4.4 *B:* It was approved that the margin of error allowed for the determination of the speed be changed from plus or minus 0.2 per cent to plus or minus 0.5 per cent.

9.4.4 *D:* It was approved that the following paragraph be added: "The speed shall be evaluated on the effective distance of the triangle used." In explanation, this rule is imperative because it is quite impossible to establish a triangular speed course of exactly 100 km, because prominent land marks must be used.

Speed Flights to a Fixed Goal: It was approved to leave the speed flights to fixed goals of over 100 km, 200 km, 300 km, 400 km, and 500 km, as homologated performances, but not change them to records.

It is necessary that these flights be done in a straight line so that information may be gathered on high speed flights under the most favorable conditions.

9.3.7: It is requested that the following question be resolved: Can a multi-seater be flown single-place and establish a single-place record? (The official answer given by the Sporting Committee to this question was, "Yes."—Ed.)

9.5.1 *D:* It is requested that the technical subcommittee of the Sporting Committee investigating Item *Class D* "The preceding record must be beaten with a margin of at least 5 per cent" with reference to DOC. ASI/48/11. Item 6.1, give a report on this matter at an early date.

ITEM 2 OF THE AGENDA *Combination of Rules Governing International Competitions:*

It was approved that the Aero Club of Switzerland translate and distribute the article "Principles of Evaluation of