

# Congratulations, S. S. A!

I would like to congratulate the Soaring Society of America on becoming a member of the Conference of National Aviation Organizations. Your association was well represented at the last meeting in Washington by Lt. Col. Floyd J. Sweet. It is the first time in the three-year history of the CNAO that a new member was voted in. All the other associations were charter members of the organization.

The Conference is unique in the annals of aviation, and it represents the first concerted effort ever made to bring all the aviation associations together to discuss matters affecting national aviation policy. I am sure that the Soaring Society representatives at future meetings of the Conference will come to appreciate how all civil aviation interests in the United States are closely related and that none of us can enjoy much progress if we isolate ourselves from all other aeronautical interests.

SSA is apparently ending its isolation and intends to further the cause of soaring by working in conjunction with the organizations represented in the CNAO. This decision will not only strengthen aviation generally, but should also strengthen SSA specifically.

You will also be interested to know that the Aviation Development Advisory Committee passed a resolution calling upon the Administrator of Civil Aeronautics to do everything in his power to guarantee the appearance of an official American Soaring

Team at the International Competition at Madrid, Spain, next June. Recent communications from Administrator Horne indicate that he is trying to arrange for transportation assistance. It is not clear at this time whether or not he is having any success, but I do know that he is exploring every possibility including the Military Air Transport Service and the U. S. Surface Navy.

The Aviation Development Advisory Committee believes that the United States should not only have a champion team at the Madrid Competition, but the wonderful international relationship aspects of such a team justifies consideration for an exhibition tour through Europe following the Madrid meet. I personally do not know of any one project which could do so much good for the United States for so little an expenditure of money. It is tragic that so many people in our nation do not realize the very great interest in motorless flight in Europe. Dick Johnson's world's distance record last summer made headlines in all the European papers and was practically ignored by the U. S. press. I am thoroughly convinced that correction of this kind of situation will be one of the results of SSA's coming out of its shell and letting the rest of the world know what it's doing.

—GEORGE E. HADDAWAY, Publisher  
FLIGHT MAGAZINE

## • Continued from page 10

- |                   |                  |
|-------------------|------------------|
| 5. Shelly Charles | 9. Ray Parker    |
| Wally Wiberg      | 10. Wm. Beuby    |
| 6. Dick Ball      | 11. Scott Royce  |
| 7. Lyle Maxey     | 12. Del Miller   |
| 8. John Robinson  | 13. Emil Lehecka |

### Quoting from the Committees report,—

"Before actual scheduling is initiated an explanatory Bulletin will be sent to all candidates requesting further and more detailed information.—Pilots will indicate the desired length of practice period in Spain. Pilots and crews will state travel preferences—surface or air, and when available for departure in New York. At least one qualified man must accompany each sailplane on board ship. Much more data will be interchanged between Committee and candidates preceeding firm arrangements on travel. It will be necessary, for example, for payment of sailplane transit charges to be made by SSA and not the individual. Thus, the Society must be prepared to handle these transactions. This procedure may be required for personnel passages, both surface and air.

"As soon as the deadlines" on entries, etc. are known, and the official forms are received from NAA, firm steps will have to be taken with a minimum of delay. It is hoped that prior to that time: (a) Determination of which plan the SSA can and will support, (b) Final selections of the teams, (c) Agreement on what equipment will be employed."

From dock-side in Spain, our teams will be the guests of the Spanish Aero Club. Expenses will be negligible during the contest, since our gracious hosts will furnish cars, guides, tows, gasoline and meals.

Senor Ordovas estimates the cost for lodging at less than \$20.00 per person during the 14 days of the contest.

The Aero Club de Espana offers 3 Weiheres or 2 Weiheres and 1 Kranich (two seater) to the members of the American team unable to bring their own machines.

The contest will be held at the Spanish Aero Club's aerodrome, Carabanchel Alto, which is within a few miles of Madrid. Originally, it was planned to hold the contest at Monflorite, in the foothills of the Pyrennes. But owing to the lack of communications and good roads, the contest was shifted to the Madrid site.

"Madrid is the hub of a large number of first-class roads, which would naturally ease the retrieving problem. Communications and meteorological services are more adequate in the Madrid area, and geographically, longer distances can be flown."\*

Facilities at the new site include a restaurant, bars, playing rooms, rest rooms, dormitories, and a swimming pool.

Dates for the contest have been set for June 30 to July 13.

Soaring people in Europe and in other parts of the world appreciate greatly the position now held by America, and American soaring stands to profit greatly by the participation of an American team in Spain, preferably using American equipment.

The records, the advancements in sailplane design and the scientific research of the American soaring movement, are great elements of prestige, and they must be defended and enlarged on the international level.

Publicity arising from American participation in the competition would boost soaring into the public eye, especially here in America, where soaring is not as widely known as it is in Europe.

\*Phillip Wills, "Spanish Soaring Survey," *Gliding* Autumn 1951, Vol. II, No. 3.