

REPORT OF THE FIFTH SESSION OF THE CONFERENCE OF NATIONAL AVIATION ORGANIZATIONS

By FLOYD J. SWEET

The subject conference took place in the Mayflower Hotel, Washington, D. C., on 21 January, 1952. The Soaring Society of America was represented by Floyd J. Sweet who had been designated by SSA President, Jon D. Carsey, to attend in his behalf.

SSA President, Carsey, prepared a splendid brochure entitled "Aviation's Hidden Asset", a comprehensive coverage of what gliding can and does contribute to aviation. Copies of this along with copies of the May-June, 1951 issue of SOARING were distributed to the conferees.

The CNAO, as its name designates, is composed of a member and an alternate from each of 13 nationally recognized aviation organizations and three delegates at large. These original 13 organizations banded together for the purpose of mutual exchange of information on problems confronting them in the aviation field. The organization has no dues or paid executives. Its purpose is to permit open discussion among the representative members wherein suggested solutions may be advanced. The rules of procedure specifically prohibit the formulation of resolutions or call for a formal expression of opinion on any particular issue or question except membership.

Membership in the organization is limited to those organizations which are national in scope and are voted to membership by the CNAO delegates. The SSA was sponsored by George Haddaway, delegate at large. He introduced Floyd Sweet to the conference, who in turn outlined the purpose of the SSA and requested membership for that organization. The membership was unanimously voted.

The SSA delegate opened his remarks by noting the lack of enthusiasm for aviation among youth of today which is manifest by low enrollment in aeronautical schools. It was suggested to the organizations present that in order to stimulate youth interest, it must start with the building of models in primary and secondary schools. To maintain and stimulate this interest during teenage, it was suggested that glider activities be encouraged in high schools and

particularly colleges. It was pointed out that in the field of gliding and soaring the SSA could assist in perpetuating the early interest in flying among model airplane enthusiasts.

A plea was also made to those organizations representing the airport operators and management to accept and encourage glider operations at their fields. It was pointed out that for five years the Soaring Society of Dayton has operated from a very active private airport where it is both welcomed and encouraged. Their activities in no way hazard the operations of the private aircraft flying from this field.

It was requested that the SSA be included in any plans which any member organizations might propose to re-stimulate youth interest in aviation.

The papers presented for discussion were very well prepared and of interest to all attending. The papers by Mr. J. T. Griffin, of National Aviation Trades Association, and Mr. Maxwell W. Balfour, President, Aeronautical Training Society, entitled "Are We going to Have an Airman Training Program?", were of particular interest, since it is in this field that the SSA can contribute most.

CONCLUSIONS

It is concluded that the CNAO is an organization which is of mutual benefit to its members where free discussion of aviation problems can be participated in for the exchange of information.

RECOMMENDATIONS

It is recommended that the SSA elect a delegate and an alternate to attend such sessions of the CNAO as may be called from time to time by its chairman.

BOARD ACTION

With commendation of Col. Sweet's splendid representation of the Society before the CNAO, the Board unanimously accepted the report and authorized appointment of SSA delegates and an alternate. Col. Sweet and Paul Schweizer have been appointed Official Delegates and Walter Setz, Alternate.

• Civil Air Regulations

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providing that a suitable restriction is included on the pilot rating.

(3) Recovery from stalls entered from all normally anticipated flight attitudes (Stall maneuvers may be demonstrated in airplanes).

(4) Slips and maneuvers at minimum controllable speeds.

(5) Coordination maneuvers including eights and wingovers.

(6) A spiral in each direction of not less than two full turns in a banked attitude of not less than 45 degrees.

(7) A normal pattern approach for landing.

(8) Two landings beyond and stopping within 500 ft. of a designated line or point.

Commercial Pilot Rating

20.33 Physical Standards: Make these the same as for a private power rating; Applicant must meet the physical requirements of the third class.

20.35 Aeronautical Experiences: Add the following

to the present requirements:—

(1) At least six tows must be made in each type of tow (auto or winch tow and airplane tow).

20.36 Aeronautical Skill:—

(1) This test should be changed to read as follows: At least 2 flights, one of which shall include a normal pattern approach from the right and one from the left, landing each time beyond and stopping within 300 ft. of a designated line or point.

(2), (3), (4) and (5) need not be changed.

(6) Add:—Slips and maneuvers at minimum controllable speeds.

(7) Add:—Coordination maneuvers including eights and wingovers.

Aircraft Category Rating

20.50 Aircraft Rating Competence: Add—A pilot applying for a rating in gliders shall meet the minimum experience and skill requirements for the rating sought.

Authority For A Commercial Pilot To Instruct

43.61 Commercial Pilot: Delete the sentence which states, "A commercial glider pilot may give flight instruction in gliders."