

• Directors' Meeting

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which he has given thru his generous contribution of time and talent in behalf of the Soaring Society of America. Motion passed.

17. Floyd Sweet reported on his attendance at the Conference of National Aviation Organization. He advised that the SSA had been voted into the group and authorized to appoint one delegate and alternate for future meetings.

R. S. Barnaby moved that inasmuch as the SSA has been elected to CNAI it is moved that the President appoint one delegate and one alternate to attend scheduled meetings. Motion passed.

18. It was agreed that in the future the New President elected at the directors meeting just before the start of the National Soaring Competition would no be installed until the final awards banquet. This will give the out-going president time to acquaint new president with SSA functions, systems and so forth.

19. E. J. Reeves of the Texas Soaring Association went over plans for the National Soaring Competition. He explained that although the meet is planned for Grand Prairie, it may be held at Odessa or San Angelo, Texas.

20. A discussion was held concerning the possibility of getting out a roster. The Secretary was authorized to look into the means of doing this and if possible to get one out.

Meeting adjourned.

PAUL A. SCHWEIZER,
Secretary

• Dayton's Towing Bug

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an Aviation Safety Agent was summoned to witness the tests. Having passed this, the ship was now certified for towing.

Six of the nine glider pilots who fostered the L-5 also had power ratings and were checked out for towing waivers. Having this number of tow pilots paid off this past season by keeping a greater number of gliders in the air. Next year two more pilots' names will be added to the roster.

A check of the books now showed that the L-5 was ready to tow with \$152 being spent in the process of overhaul and certification.

A tow fee and power time rate had to be established at this point and since no one knew how successful the venture would be, a process known as "guesstimation" was used to determine these amounts. The tow fee was tentatively set at \$4.00 for 2500 feet and the free flight power time at \$8.00 per hour. The men who had advanced the loan towed for \$3.00 and flew power for \$6.00 per hour, thereby realizing a return of \$1.00 on each glider tow and \$2.00 on each hour of power time.

By August of the flying season, Julian Allen, the spark plug of the L-5 project, announced that the book was looking fat enough to cut the tow rates. The rates were changed so that a glider pilot could get off the hook early on good days and save money. The minimum rate was set at \$2.00 for 1500 feet. One dollar added for each thousand feet thereafter. This reduction brought in still more towing and made

Industry Aids Britain's Gliding Team

The Society of British Aircraft Constructors is contributing 1,000 pounds toward the expenses of the British team at the World Championships to be held June 30th to July 13th in Spain. Britain's team is to use five SKY gliders loaned by Slingsby Sailplanes, Ltd. The SKY which won the first two places in the last British National, is a single seat high performance plane with a maximum dive speed (with air brakes open) of 124 miles per hour. Another manufacturer is lending the team instruments.

Gliding

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the Society more solvent with all but \$69 of the loan repaid in the first year.

The Dayton group reports a total of 368 tows for the L-5 from March, 1951 through December. Of this 114 tows were made at the Wright Memorial Glider Meet and the Mid-west Meet at Toledo. The total time for the ship for the year was 126 hours with 85 hours devoted entirely to towing.

The gross income from towing and power time was \$1,222.00. The net was \$709, leaving a nice sum for maintenance and improvement. Already dope, fabric, engine parts and tools have been purchased for the winter work sessions.

The Stinson L-5, towing even the heaviest gross gliders to 2500 feet in 8 to 10 minutes, with a fuel consumption of only 12 to 15 gallons per hour, has put a real shot in the arm for Dayton soaring. It has attracted attention to motorless flight, thereby increasing the membership in Dayton. Eight Silver C legs and one Silver C were won behind her in the past season.

Five glider clubs within the Soaring Society of Dayton have reported the following totals for the '51 season.

The Majors Club (LK)	29 Tows	24 hours
Frost & Heys (LK)	35 "	43 "
Thermaleers (LK)	65 "	72 "
Sky Sailors (TG-3)	114 "	103 "
Grunau Baby	11 "	72 "

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