

NAA Invites SSA Members To Fuller Participation In Benefits

Mr. Eugart Yerian, Editor
SOARING Magazine
3778 Marion Avenue
Memphis, Tennessee

Dear Mr. Yerian:

For many years the Soaring Society of America has been closely associated, as a matter of fact actually affiliated with the National Aeronautic Association. S.S.A. President Jon Carsey, as you know, is a vice president of N.A.A. I think the cooperative working agreement between the two organizations is fine. We highly value the Soaring Society as a membership organization affiliate. I am sure too that the S.S.A. has enjoyed and is proud of the authorization granted them by N.A.A. as the U. S. representative of the F.A.I. to exercise jurisdiction over gliding and soaring in the U.S.A.

However, other organization affiliates of N.A.A. are taking fuller advantage of their membership in N.A.A. by stressing to their members the fact that organization affiliation with the N.A.A. provides many individual membership advantages and benefits that many of them might wish to take advantage of, some of which are as follows:

(1) Annual membership fee in N.A.A. for members of the Soaring Society is but \$3.00 per year. Ordinarily, member at large fee is \$6.00.

(2) S.S.A.-N.A.A. members are eligible for insurance under our master policy plan. The folder enclosed describes this coverage but would like for you to particularly note the very liberal benefits at very low rates that are afforded pilot members of N.A.A. Glider pilots are eligible for this protection.

(3) Reduction in rates for subscriptions to national aviation magazines.

(4) Monthly issues of "National Aeronautics," published by N.A.A. I think you will be particularly interested in the front page editorial by Keith Saunders in the June issue. (Entitled, "We'll Be At Madrid," this was a full page commendation of S.S.A. efforts to get a team to Spain—Ed.)

(5) Monthly issues of "Planes," Aircraft Industries Association publication.

Members receive the silver lapel pin and usual membership credentials. These and the above are the tangible benefits. The overall good that combined membership in the S.S.A. and the N.A.A. can do for American aviation, if we build that membership big enough, just cannot be measured in dollars and cents. We in N.A.A. believe that a combined effort on the part of all organizations representing general aviation to interest America in flying and to sell the American people on the value of aviation in all of its phases can do a great deal toward overcoming the lethargy that now seems to exist in the minds of many U. S. citizens toward the value of air power.

A booklet on the N.A.A. titled "Your Citizenship in Aviation, U.S.A." is available on request.

N.A.A. is eager to work with the Soaring Society

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and we want your organization to cooperate fully with us. We invite inquiries from any member of S.S.A.

An invitation to membership in N.A.A. is soon to be mailed to every member of the Soaring Society. Similar invitations have gone to the individual members of other groups affiliated with N.A.A. with very gratifying results.

Very truly yours,

DONALD D. WEBSTER
General Manager, N.A.A.
1025 Connecticut Ave.
Washington 6, D.C.

• Super Duper Towplane

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a larger engine and military equipment. We have used 170's for tugs, but they were nothing like this. With their 145 H.P., they do a good job as far as the gliders are concerned, but they overheat badly. Besides the increased power and lack of cooling troubles, the L-19 has another excellent feature to recommend it as a towplane. The fuselage is cut down aft of the cabin, and the pilot has "control tower" visibility, especially to the rear, which is rare in a cabin job. He can even see straight down, thanks to the side windows sloping outward. Initial rate of climb is given as 1485 feet per minute, and even if that were knocked down by two-thirds when towing a heavy ship like a TG-3 or a Pratt-Read, the combination should reach 3000 feet in less than ten minutes. On it's own, the L-19 can take off over a 50 foot obstacle with a run of only 560 feet.

What a machine! Tows behind the Stearmans and the Cruisers, the Pacers and the Super Cubs, will never be the same again. We will keep dreaming of those olive drab wings with the stars on them, the first pleasant thoughts that we have directed toward the military in quite some time . . .



Pete Bowers tightens the nut holding the hook on the L-19's tailwheel while Heasley Entz strings the release line. Note superior cabin visibility. (See story on page 9)

ERRATA

In the May-June issue of SOARING, page 25 in figure 9 $\frac{h}{x}$ should read $\frac{x}{h}$; on the same page line 31 $x/1$ should read $r/1$; line 32 $x/1$ should read x/l .