

Notre Dame, Indiana

"Every engineering technical society that I know of has a student member program through which they get the majority of their new members. I would suggest the following for the SSA:

A Student Membership, for which the requirements are that the applicant be a student in an institution of learning and a member of a glider club in that institution. Dues to be \$1.00 a year, entitling the Student Member to registration "C" Licenses; the club to be furnished with one copy of SOARING for every five Student Members. The Student Member to have the privilege of transferring to active membership upon graduation with no additional cost for the remainder of the current year.

This arrangement would cost the SSA little or nothing; it would bring more people into contact with the SSA and SOARING Magazine; it would provide the SSA with a wonderful list of prospects for future active membership.

I think such a Student Membership could be very valuable to the SSA, especially if combined with vigorous promotion of university clubs. In the meantime, I would favor the \$10 active membership. I only wish some of the other organizations I belong to were that cheap."

Robert S. Eikenberry  
Faculty Advisor.

## Types of Gliding and Soaring Clubs

One recently very successful soaring club reports through one of its officers that "something has to be done quick or we'll be out of existence." This seems to be eventual with clubs of a few people, organized for the sole purpose of acquiring and operating aircraft, whether it is motorless or powered.

These clubs are expensive to join and to which to belong. Rates are in the order of \$50.00 up, to get in, and \$5.00 up per month. Their only interests are flying, which does not seem to be quite enough to maintain interest.

It appears that the more successful clubs, the ones that have by far the greatest number of members and accomplish more in every way, are the clubs that do not necessarily own and operate aircraft, but include members who do, but also include aviation enthusiasts who are enthusiasts for reasons other than that of flying. These "General Membership" clubs are our largest and most active, and in them lies the strength of gliding and soaring as a local and national activity. Their dues are three to ten dollars a year. Their rosters list names from the baby son of a member to the Director of National Defense, and in between, are housewives, schoolteachers, kids, engineers, scientists and

# IMPROVED ACCESS FOR P-R ASSEMBLY

by ROBERT C. KIDDER

The Pratt-Read has always been difficult to assemble as access to the fittings was difficult. This simple fix will reduce the assembly time by at least one-half hour.

Two zippers, 42 inches long, permit easy access to all attachment bolts, aileron and spoiler controls. To a

clergymen who may never guide a glider but who make up the organization strong. Diversified programs of these clubs include activities that appeal to all of these people—flying, youth training programs, social affairs, kite flying contests, etc. They publish news letters or bulletins, encourage writing and reporting, photography and development of other skills. They provide a wide enough variety of activities to interest a great number of people and to be assured of continued leadership and perpetuation.

Material for a booklet of recommendations to those who would organize clubs is being prepared by Robert H. Ball. He will include descriptions and recommendations for organizing both types of clubs and probably some recommendations for their operation.

He is collecting the information for the booklet from existing clubs. If you have not sent him information of your club's setup, please do so at once. And if your club needs rejuvenation, consider broadening its purposes and activities.

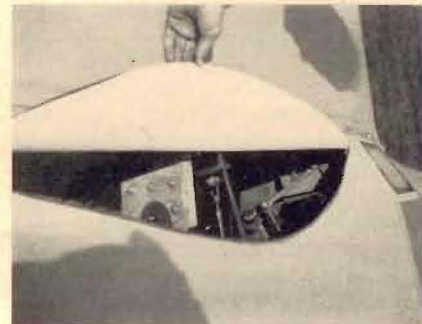
## Technical Papers Review Board

One group of SSA members complains because SOARING does not publish more technical papers while another group writes "there are too many technical papers and not enough accounts of flights."

We hasten to add, however, that in both cases the complaining persons offered assistance in changing the situation—which is seldom the case, and believe us this is greatly appreciated.

To insure publication of worthy papers Robert G. Joppa, of the University of Washington, will head a Review Board charged with seeing that a suitable paper is ready for each issue.

Pratt-Read owner these photos are self-evident but a few additional comments are in order for those who wish to install these on a ship.



A 42" medium weight zipper with stops installed is purchased from any luggage repair shop. With the glider fabric pinned temporarily to the structure, the zipper is pinned in place. Do not attempt to remove any wrinkles in the zipper at this time. With the zipper firmly pinned in place, remove the fabric from the deck. Dampen the zipper binding with water and iron with a hot iron until all the wrinkles disappear. Sew the zipper binding to to glider fabric being careful to leave sufficient room between the stitches and the zipper, so that binding does not occur when the zipper is operated.



Fasten the fabric to the airframe. Saturate the zipper binding with dope to be sure that the bond between the glider fabric and binder is secure. A word of caution — don't get any dope on the metal parts. Brush one coat on the fabric under the zipper to prevent unravelling when the fabric is cut. Dope the rest of the fabric normally. Cover the metal parts with masking tape when the pigment is sprayed. When the dope has dried completely, open the zipper. Separate the fabric by running a razor along the fabric between the separated zipper.