

## CALL FOR PAPERS

The Directors of the Society voted at their January Meeting to continue the privilege which is offered by the IAS for joint participation in their annual meeting in New York. The participation of the Society is a real opportunity to bring before the aircraft industry the contributions which soaring makes.

Therefore, the call is being made for papers to be presented in January 1956. Any member who is preparing or contemplates preparing a paper on any phase of the art of motorless flight or the sailplane as a research vehicle, is requested to make this fact known to the Secretary as soon as possible and not later than September 15, 1955. This is the closing date for appearance on the program.

## KNIGHT REPLACES WITHROW

E. F. Knight, Toledo, Ohio, has replaced Al Withrow as the SSA representative on the Executive Committee of the Aviation Division, Ohio State Safety Council.

Al ably represented the Society for several years but asked for release when his employer, General Electric, transferred him from Cincinnati, Ohio, to Seattle, Washington. Ed Knight is a stalwart of soaring from Toledo, Ohio, was instrumental in establishing the Toledo Glider Club and has been responsible for the Annual Mid-West Soaring Contest for a number of years.

The close association of the SSA with the Ohio State Aviation Board has resulted in an acceleration of glider activity in that state.

## "MASTERS OF THE AIR"

The National Air Museum of the Smithsonian Institution has prepared a booklet entitled "Masters of the Air" which highlights man's conquest of flight. It begins with the Lilienthal glider and ends with man's faster-than-sound flight. It tells the story of a number of the famous aircraft in the National Aeronautical Collection. The booklet was written by Glenn O. Blough in collaboration with the Smithsonian's National Air Museum. It is a 32 page two color illustrated booklet with more than 50 authentic photographs of historical planes and aviation news events.

The price is 50¢ a copy and may be obtained from the Distribution Sec-

tion, Editorial and Publications Division, Smithsonian Institution, Washington 25, D. C.

## CERTIFICATES AWARDED

On the occasion of the informal membership dinner held January 28 at the Hotel Lexington, New York City, Meritorious Certificates were awarded to SSA members for outstanding services to the U. S. soaring movement. The dinner was a feature of the mid-winter meeting of the SSA directors.

The reading of the citations and presentation of certificates were handled by William H. Coverdale, Jr., who is Chairman of Special Awards for the Society. The representatives and citations were as follows:

### Guy B. Storer

For superior leadership and unselfishly giving of his time and effort in successfully instituting a youth glider training program at Mississippi State College is awarded this Meritorious Certificate.

### Millard F. Wells

For the design and fabrication of the official flag of The Soaring Society of America, which was first displayed during the 50th Anniversary of Powered Flight Celebration at Kitty Hawk, North Carolina, on December 14, 1953, is awarded this Meritorious Certificate.

### Walter Setz

For unselfishly giving of his time and effort in making possible the participation of a U. S. soaring team at the 1952 and 1954 World Soaring Competitions in Spain and England respectively, is awarded this Meritorious Certificate.

### L. (Pete) A. Bonotaux

For giving so generously of his time and efforts at great personal sacrifice in making possible the 21st Annual U. S. National Soaring Competition, the first such competition to be held on the West Coast, is awarded this Meritorious Certificate.

### Hal Smith

For so ably presiding as chairman of the Elsinore National Soaring Contest Committee, Inc., and whose personal efforts contributed greatly to the successful conduct of the 21st Annual U. S. National Soaring Competition, the first such competition to be held on the West Coast, is awarded this Meritorious Certificate.

### Seattle Glider Council

For the outstanding contribution to Soaring through its youth training program as manifested in its work with the Air Scouts, is awarded this Meritorious Certificate.

## PROPOSED AMENDMENTS TO CAR

CAR proposes amendments to Parts 1, 18, 24, 43, and 52 of the Civil Air Regulations eliminating the annual inspection of general aircraft, substituting a periodic inspection to be conducted each 100 hours of operation or once a year, whichever comes first, discontinuing annual relicensing of general aircraft by CAA.

The new program would eliminate DAMIs (Designated Aircraft Maintenance Inspectors); establishes "inspection Authorizations" for qualified repair stations or A & E mechanics. Present DAMIs, upon application, and if meeting certain qualifications, may receive new "inspection authorization" certificates good for one year—in order to obtain renewal, holder must prove he has done a minimum of two 100-hour checks a month for the year. "Inspection Authorization" holders would be required to possess and maintain certain shop facilities, hours of business, etc., which may be difficult for some good A & Es in small communities where only 5 or 10 aircraft may be based.

Comments and recommendations regarding this Civil Air Regulations Draft Release No. 54-27 must be submitted, in duplicate, to the Civil Aeronautics Board, Bureau of Safety Regulation, Washington, D. C. to arrive at the Bureau not later than *March 1*.

## AIR SPACE SAVED FOR SOARING

On January 6, 1955 the Los Angeles Regional Airspace Subcommittee amicably resolved conflicting civil and military aviation interests which were involved in a Department of Defense proposal to establish a Restricted Area Complex in the Owens, Antelope, and Death Valley areas of California. Under the Defense Department proposal which first came before the Subcommittee on November 18, 1954, all civil flights in this area would have been prohibited unless specific prior military approval were obtained. However, the Defense Department's spokesman indicated at the time of the original submission that the military would be willing to make arrangements for ingress and egress in some parts of the area for civil aviation. The matter was deferred until January 6 with the interim period being set aside for work-

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