

SSA NEWS

DIRECTORS' MEETING

The Directors met for a short business meeting on 5 October, 1956 at Grand Prairie, Texas. A majority of the Directors were in the area but not available. They were still returning from contest flights of the day before. It was 3 p.m. before a quorum could be rounded up in spite of its being a non-contest day.

The principle items of business were determining who would receive the Tuntland, Barringer and Eaton awards (reported in the last issue of SOARING) and the election of Directors-at-Large for the coming year. Elected were Major William Fuchs, Air Force Academy, Colorado; E. F. Knight, Toledo, Ohio; John Randall, Miami, Florida; and Joseph Robertson, Seattle, Washington.

The Directors approved a program to prepare and publish a gliding and soaring Manual which had been submitted by the University of Illinois Glider Club. They also authorized the President to take positive steps to hold the International Gliding Championships in the U.S. in 1958.

Other actions were the election of Ralph S. Barnaby as an Honorary Vice-President and the award of SSA Certificates of Merit to R. E. Franklin (presented on 31 March 1956); Paul B. MacCready, Jr.; and Paul B. MacCready, Sr.

The Directors agreed that an attempt should be made to revise the By-Laws to eliminate the requirement that they meet at the time and place of the National Soaring Competitions, since so many Directors are active contestants.

NEW SSA GOVERNORS

James W. Turnbow, Assistant Professor, Department of Engineering Mechanics, University of Texas, has accepted the appointment as SSA State Governor for Texas. He succeeds Delbert H. Lewis who recently resigned.

Del has done a wonderful job in Texas and we know his successor will continue the good work.

Arthur C. Thompson has accepted the appointment as SSA State Governor for Western Pennsylvania and shares the work with Art Millay who now becomes SSA Governor for Eastern Pennsylvania. Both are extremely active in gliding groups. Art is with the Dow Chemical Company in Pittsburgh.

NEW LIFE MEMBER

The latest to join the Life Membership ranks is Joseph C. Lincoln of Scottsdale, Arizona. Joe is active with the Arizona Soaring Association and turned in some amazing flights in his utility glider during the recent Nationals.

Our Life Membership roster now totals 35. Life Membership payments go into an endowment fund, the interest from which is available to the Society for current operating expenses. Life Memberships guarantee the continuance of our Society and all Members are urged to consider this type of Membership.

NEW NATIONAL RECORDS HOMOLOGATED BY NAA

300 km triangular speed course: Single-place, Paul F. Bikle of Lancaster, Calif.; average speed 43.943 mph. Date of flight: July 21, 1956. Points of course: road junction 6 miles west of El Mirage, Calif. airport, Joshua Tree, Calif., and Daggett, Calif. airport.

Goal: Multi-place, Harold D. Hutchinson of Santa Monica, Calif. and passenger Bryant W. Denison. From Grand Prairie, Texas airport to Tulsa, Okla. municipal airport. Distance 248.073 miles. Date of flight: Aug. 4, 1956.

Goal and Return: Multi-place, Harold D. Hutchinson of Santa Monica, Calif. and passenger E. Earl Hoggard. From Grand Prairie, Texas airport to Stephens County Airport at Breckenridge, Texas and return. Total distance 217.038 miles. Date of flight: Aug. 8, 1956.

100 km. Triangular Speed Course: Multi-place, Harold D. Hutchinson of Santa Monica, Cal. with E. Earl Hoggard as passenger; average speed 41.023 mph. Date of flight: August 9, 1956. Points of course: Texas airports at Grand Prairie, Russell Field and Denton Field.

We recently heard from **A. Harris**, Secretary of the **Central African Soaring Association**, Salisbury, Southern Rhodesia. He very thoughtfully furnished the Society with a copy of their recently published Directory of gliding clubs and lists of members.

It is interesting to note that there is considerable gliding activity in this part of the world which seems so remote from our own country.

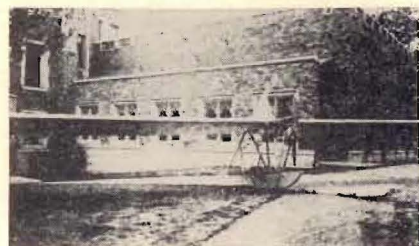
Our thanks to Mr. Harris and the Council of the CASA for furnishing us this Directory. We have sent a copy of the SSA Directory in return.

INTERESTING GLIDERS

by PETER M. BOWERS

A pair of real novelties this time—powered primaries. One was designed from the start to utilize power while the other was a stock glider to which an engine was adapted.

Back in the early 1930's, several schools were trying to teach flying with as low-cost a means as possible. Real lightplanes were just beginning to make their appearance, and most instruction was given in relatively high-powered two-seaters of 90 HP



or more, and the cost was high. An attempt to bypass this expensive process resulted in a re-adoption of the old French "Penguin" method of World I, whereby students were started out solo in underpowered clipped-wing "Penguins" that could run around on the ground fast enough to give the student the feel of the controls but not fast enough to get him



airborne. After he mastered the art of steering the penguin and keeping the wingtips off the ground, he was ready to go on to a machine with slightly more wing area that could stagger into the air and fly around the field.

Perhaps the best-known design of this type developed in this country was the "Cycloplane," built in two versions, a penguin and a flyable model, and the Crawford model illustrated here. In general, it resembled the factory-built primaries of the time such as the Eaglerock and Waco in

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