

followed the policy of having a speaker or program of other than gliding and soaring interest as part of the program. At this year's banquet, Bruce M. Lambert, a hillbilly from West Virginia, kept the audience laughing for forty-five minutes. The EASC feels that mixing in this type of program helps local attendance at such soaring activity and makes it more interesting for the wives, children and associate type members who may not be as "gone" about soaring as the average enthusiast.

One may wonder why approximately 200 people will brave the wintry weather, snow and cold, to attend a soaring meet. This is the spirit of the Snowbird—the willingness to face discomfort to be able to get together with other soaring enthusiasts for some soaring, hangar flying, good fellowship and to officially close the soaring season in the Northeast for the year. So although no outstanding flights were turned in, the Snowbird Meet again accomplished its purpose and so was a success.

NATIONAL AERONAUTIC ASSOCIATION CONVENTION

As many SSA members know, we are an affiliate of the NAA which, as the National aero club of the United States, is the FAI representative in this country. It is NAA which has delegated the direction of U.S. soaring activities to SSA. Among other affiliates are the Academy of Model Aeronautics, National Pilots Association, Parachute Club of America, University Aviation Association, Professional Racing Pilots Association, and the National Aviation Education Council. The President of SSA is automatically a member of the NAA Board of Directors.

The Soaring Society was represented at the December NAA convention by Paul Schweizer, President, and Dr. Harner Selvidge, President-elect. Numerous items were discussed which are of direct interest to SSA members, particularly concerning cooperation between the various affiliated societies, whose presidents were all in attendance.

The first of these concerns cooperation between the SSA, the Parachute Club, and the Academy of Model Aeronautics. The presidents agreed that it would be mutually

beneficial if these groups could cooperate wherever possible in staging meets at the same time and place, thus providing a wider audience for their members as well as the general public. For example, it is planned to attempt to schedule modeling and parachute club competitions at the same time and place of the 1959 National Soaring Competitions.

All three of the above groups publish their own magazine, as does NAA, and it was decided to try in the future to have more items on each other's activities in these publications. This too will assist in calling to the attention of the members of the respective groups the activities and opportunities of the other.

A committee of the presidents was formed to consider the desirability and possibility of having members of each associated group automatically be a member of NAA as well, although the activation of such a plan is still in the future.

Another item discussed was the support, both financial and otherwise, of teams sent by the American groups to international competitions abroad. It was felt that by presenting a united front for such support through the NAA we might better

be assured of the where-with-all to send teams and equipment abroad without the usual last minute scramble for funds. NAA hopes in the near future to construct an aviation center building in Washington, D.C., which will provide office space for the headquarters of NAA and the various affiliated societies. SSA will consider participating in this if and when it materializes.

NAA National Aeronautic Association

The U. S. National Aero Club and representative of FAI which has delegated authority over sporting soaring in the U.S. to SSA.

Annual dues of \$6.00 include a subscription to NAA's monthly magazine "National Aeronautics," reduced aviation insurance premiums and reduced aviation magazine subscription rates.

SSA Members may become active members of NAA for annual dues of \$3.00.

NATIONAL AERONAUTIC ASSOCIATION

1025 Connecticut Ave., N.W.
Washington 6, D. C.

NOW - A High Powered VHF MULTIPHONE

Model AM-122 for Car or Base



For Mobile and Fixed Station Use

FEATURING:

1. High Powered VHF Transmitter
2. Sensitive Receiver with Squelch
3. Effective Noise Limiter
4. 6/12 VDC and 115 VAC Operation
5. Low Primary Current Drain
6. Light Weight—Only 12 Pounds
7. One Year Service Warranty

- Dry Battery Power Supply
- Tunable Receiver (112 to 128 Mc.)
- 1-Watt, 6-Channel Transmitter
- 100 Mile Operating Range
- Light Weight—Rugged Construction
- One Year Service Warranty

For Information —

See your local Soaring Club or write for FREE information to —

SKYCRAFTERS AVIATION RADIO

2453 East Spring Street, Long Beach, California



Model TRV-128 for Sailplane