

SSA AT THE NATIONAL AIR RALLY

by ALEX DAWYDOFF

Sailplanes, antique and home-built airplanes, a balloon, model airplanes, parachutes and a variety of modern aircraft took part in the first National Air Rally, a sports aviation show held over the Labor Day week end at Orange, Mass., headquarters of America's sport parachuting.

Sponsored by the National Aeronautic Association, the event drew a crowd of 15,000 spectators and included all facets of sport flying; spot landing contests, aerobatics, dead stick landings, delayed and mass parachute jumps, flybys of antique airplanes, static displays of late aircraft, and soaring demonstrations.

The Soaring Society's contribution to the National Air Rally consisted of aerobatic and soaring exhibitions by Dana Darling in his L-K and Jim Doyle in a Schweizer 1-26. Doyle also brought from Tuxbury, Mass., his 2-22C and Super-Cub towplane. The 2-22C was available for passenger hops and several spectators took advantage of it.

The sailplane act drew enthusiastic response from the crowds. Jim put his 1-26 through a number of loops, lazy eights and tight turns, demonstrating the excellent maneuverability of the sailplane. Dana Darling, after doing several loops, caught a thermal, soared to 4,500 feet and cruised around for an hour while the antique flyby was underway. He then came in for a beautifully executed precision landing, right in front of the crowd rocking the ship on the front skid as if bowing to the spectators. This went over big.

A great deal of credit for SSA's participation in the National Air Rally goes to Earl Brooks of Hartford, Conn. (SSA State Governor for Conn.) who worked tirelessly on the project and brought all the loose ends together.

GLUHAREFF JETS AVAILABLE

The E. Gluhareff Helicopter Corp., Box 159, Palm Springs, California, has announced that its GA-2 pressure jet engine is available as an auxiliary power unit for sailplanes. Developed as a tip jet for small helicopters, two of these engines might be used to power sailplanes for take-off and searching for thermals. Each weighs only five pounds and provides 15 pounds of static thrust. Price is \$278.00 each. Literature is available.

JET POWER PACKAGE

BMW — Triebwerkbau GmbH of Western Germany has developed a small jet turbine, the BMW 8025, from the earlier BMW 6002. The new engine delivers a take-off thrust of 79 lb. and has a dry weight of 77 lb. A later development is to deliver 93 lb. thrust. The chief application of the BMW 8025 will be an auxiliary unit for powered sailplanes. It can use any fuel available on the commercial market, although light heating oil or diesel oil is preferable for reasons of safety and economy. The turbine is started electrically.

INTERAVIA

STANDARD CLASS IN THE U.S. NATIONALS

The SSA Directors have decided that FAI Standard Class competition will be recognized as an integral part of the U.S. National Soaring Championships. Task assignment, take-off time selection and scoring will be on a common basis with all other entrants in the National Soaring Championships. All entrants will be eligible for the title of National Soaring Champion. A special award will be provided for the best performance made by a contestant flying an FAI Standard Class sailplane.

SSA's Recommendations on Standard Class

As per a decision of the SSA Board of Directors the president has written FAI the following paragraphs of recommendation:

"It is the United States' position that Standard Class competition should be more completely integrated with Open Class competition in future World Championships. Specifically, task assignment, take-off time selection and scoring should be the same for all ships entered. All entrants, whether Standard or Open Class, will be eligible for the title of World Soaring Champion. Special awards should be provided for best performances in FAI Standard Class gliders.

"We further believe that the present prohibition on the use of radio in Standard Class competition has served no useful purpose. The cost of radio equipment is no more than commensurate with the cost of other instrumentation which is presently permitted in Standard Class machines, and the use of radio should add to the overall safety as well as convenience of competition flying. If the Standard and Open Classes are combined for scoring as recommended it would be distinctly unfair to

the Standard Class to be denied the use of radio.

"Our world competition pilots and others in the U. S. soaring movement have observed the development of the Standard Class with great interest. We feel almost unanimously that adoption of the foregoing policy on scoring and admission of radio will contribute to the development of the Standard Class and, of equal importance, provide an opportunity for every pilot in the World Championships to be eligible for the title of World Champion, regardless of what type ship he may choose or be obliged to fly."

Accordingly, the next meeting of the CVSM (FAI Gliding Committee), on November 26-27 in Paris, will consider the above recommendations.

BLANTON AN EXAMINER

Dave Blanton, SSA's State Governor for Kansas, has been appointed a Glider Pilot Examiner, both private and commercial, by FAA. Dave reports that he will not charge SSA members for check rides.

WHERE'S CHARLIE?

SSA is anxious to locate former member Charles R. S. Halsey who was in the Air Force at the time of his membership in late 1955. There has been a miscarriage of justice concerning the FAI soaring awards issued to him and his brother, Fryer P. Halsey, which it is desired to straighten out. Anyone knowing the present location of either brother please advise SSA.

1-26 ASSN. MEETING

The 1-26 Association met in Elmira, N.Y., on Sept. 4th with Don Ryon presiding over the annual business session. Don reported that interest in the Regatta type meets is increasing. Several local 1-26 meets have been held this year and more are scheduled for 1961. The one-design concept has been very successful and popular in yachting, sports car racing, and other similar sports. Consequently, as the number of 1-26's increases the advantages of class participation can be enjoyed by more people. However to develop this it is very important that all 1-26 owners - old and new, become active members in the 1-26 Association. Annual membership dues are \$1.00 and include a subscription to the "Newsletter." Secretary Gretchen Ryon, who publishes the "Newsletter," requested that all 1-26 owners send in articles on their outstanding and interesting flights for publication. Send to 146 Chelmsford Rd., Rochester 13, N.Y.