

Handbook Progressing

The Handbook of Canadian Soaring is coming along. Thanks for the items and maps received from many clubs; we haven't time just now to acknowledge them individually.

Editor Doug Shenstone reports good progress on the other sections of the Handbook.

Cross-Country Magazine

SAC members may now subscribe to Cross Country, the journal of the Royal Canadian Flying Clubs Association. \$1 a year for this bright and interesting quarterly. Editor Norm Avery invites contributions of news, photos, and articles on soaring and those who soar. Address: Room 902, 77 Metcalfe St., Ottawa 4, Ontario. Cross Country runs a regular page on soaring.

Those members who are also in the RCFCFA will be receiving Cross Country anyway. (This includes all members of SOSA.)

Magnificent!

That's the only word for SSA President Paul Bikle's two world records - altitude and gain. Congratulations from all of us gliding types up in Canada, Paul!

PHOTOGRAPHING GLIDERS

(Concluded from page 5)

plicates matters, as the relative motion is greater and the photographer has less actual time in which to compose the desired picture in his eye. Often, a pre-flight chat with the pilot can help greatly. He will know just what is wanted, and can sometimes fly the ship so as to "Set Up" the most suitable angle. Again, however, the photographer must have a pretty clear idea of what he wants ahead of time as to angle, etc.

Action pictures in which the pilot is clearly identifiable are the hardest of all to get from the ground. All the problems of the plane take-off and landing shots are involved, plus the requirement of closeness and good light on the subject's face. With portraiture the object, the background is of less importance, and even clipping the tail is not necessarily a crime. It is of paramount importance, however, that the wheel be off the ground!

An extra problem is that of losing the pilot behind struts or canopy frames, or behind a reflection from the canopy glass. A couple of dry-runs may be necessary to be sure that the pilot can be seen and identified from the desired angle. If the pilot knows that he is posing, he can often move his head to keep structure from coming between himself and the lens or to bring it out of shadow.

A special setup for close-in action can be used where the glider is

flown on short-rope auto tow and the photographer is in a car running alongside, but this is a large-scale operation involving quite a few people and a cessation of normal operations on the site. It is practically in the category of air-to-air photography, to be covered in the next installment.

\$200 PHOTO CONTEST

An anonymous SSA member has contributed \$200 to the Society for the purpose of conducting a contest for photos of sailplanes in flight. The prize money will be awarded as follows: \$100, \$50, \$25 and five awards of \$5 each. The contest will run until October 1, 1961. Any person may enter in the contest any photo of a sailplane in flight not previously submitted or used in *Soaring* magazine or a soaring calendar. If the entrant did not take the photograph, he must submit a release from the photographer. All entries must be 8" x 10" black and white glossy prints and become the property of SSA. None will be returned.

Entries will be judged by four members of the SSA Publications Committee, Dr. Harner Selvidge, Anna Saudek, Lloyd Licher and Harold Hutchinson. Weight in judging will be given to sailplanes currently flying in order to promote modern, up-to-date soaring.

1st ANNUAL EASTERN OPEN SOARING CHAMP- IONSHIPS SCHEDULED JULY 3 - 8, 1961

by JACKSON A. REYNOLDS,
EASC Vice President

It was decided by the membership of the Elmira Area Soaring Corp. to broaden the scope of the now familiar Northeastern States Meet and from this was born the 1st Annual Eastern Open Soaring Championships, to take place each year at Harris Hill, Elmira, New York.

It is our goal to establish a meet that will be a definite training ground for pilots of National Championship stature. This we feel will soon be a must for each section of the country, if we are to continue to improve the breed. Every soaring club in the country must do what

it can to produce top pilots for the National competition and this in turn will improve our international standing. We should all set our sights on producing a winning U.S.-A. team for the world.

EASC feels that a meet of this type gives everyone in the region a chance to participate in keen competition at a minimum cost. It will be a requirement that each contestant have his Silver C distance leg completed. It is our hope that this will give added incentive for pilots to complete this Silver C leg and of course all the others.

To aid pilots in this endeavor it is planned to hold a soaring camp on the 1st and 2nd of July, this being the Saturday and Sunday preceding the contest days which begin on July 3rd and run through July 8th, the following Saturday. The awards banquet will be held Saturday night, leaving Sunday open for returning home.

The contest will be run very similar in manner to a national contest, to give every pilot present an equal chance to carry home the spoils. EASC can only furnish the material things and we feel that the meet is only as good as the contestants wish to make it. Looking back at the past meets all we can say is it looks like this one will be even greater than the others. A rough nose count tells us that we can expect about 40 sailplanes.

Plan now to trailer up and come to Elmira for a terrific flying 4th of July. Competition, fun, awards, prizes and the companionship of the finest people in the world; sailplane pilots and their friends.

Cabins will be available or write the Elmira Association of Commerce, 224 William St., Elmira, N. Y., for approved accommodations and rates. Detailed information and entry blanks may be had by writing EASC, 910 Center St., Horseheads, New York.

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