

SSA NEWS

MINUS 2 PLUS 3 CHAPTERS

Since the last report in *Soaring*, two clubs have had their SSA Chapter status rescinded and three others have qualified for and been granted such status.

The two that are no longer Chapters are the Santa Barbara (Calif.) Soaring Club, Inc., because it was having difficulty maintaining a roster of enough (7) SSA voting members to qualify, and the Northwest Michigan Soaring Club, Inc., because it has been disbanded.

The first of the new Chapters is the North Penn Squadron Soaring Assn., of Norristown, Pa. They have a 1-26 that is shared by their eight members. Membership is restricted to their C.A.P. Squadron.

Next came the Soarheads of Panama City, Fla., with a TG-3A and 12 members. Sparked by SSA State Governor for North Florida, Capt. Alfred Uhalt, Jr., USAF, who is also President, their activity is frequently reported in *Soaring's* "Club News" section.

The latest Chapter, bringing the total to 48, is the Mid-Atlantic Soaring Assn., Inc. Their 18 members operate a 2-22 at the Westminster, Md., Airport and individually own a number of other ships.

SSA SYMPOSIUM NEARS

by FREDERICK H. MATTESON

The response to the request for papers for the 1961 SSA Technical Symposium on Soaring has been terrific! One need look no further than the list of titles and authors to see that some very interesting and worthwhile sessions are in store.

The National Aeronautics and Space Administration has been conducting research on "The Design Optimization of the Thermal Sailplane" which will be reported by C. Don Cone, Jr. Mr. Cone has utilized the Langley electronic computer in carrying out his detailed studies.

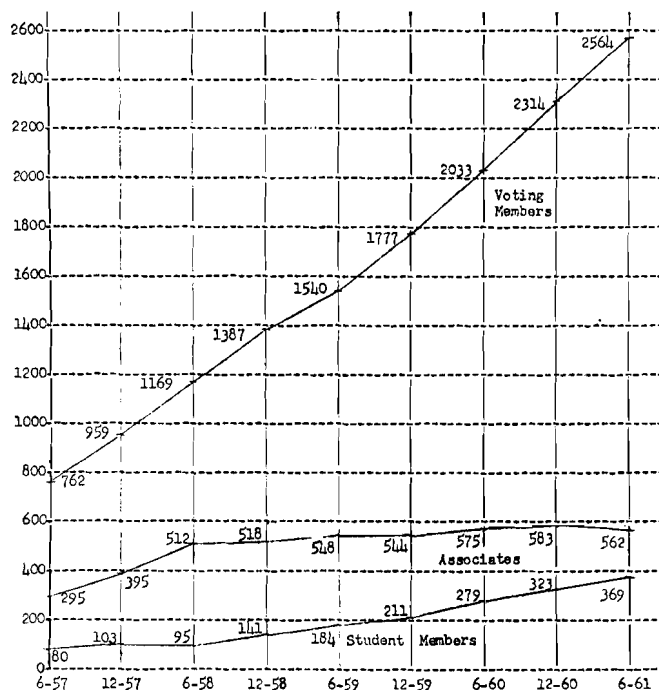
Ray Parker intends to exhibit and discuss his sleek new sailplane which is now nearing completion.

Dick Schreder, who has been building the advanced HP-10, will discuss "The Design and Construction of a High-performance All-metal Honeycomb-winged sailplane for Low-cost Production" with exhibits of the construction.

Dr. Paul B. MacCready, Jr., will present the results of his research in "Instruments and Techniques for Lo-

SSA MEMBERSHIP FLOW CHART

SSA's membership continued to grow at a nearly constant net rate during the first half of 1961, as shown in the chart. Total membership on June 30, 1961, was 3495.



cating and Utilizing Thermals."

Paul's discussion at the 1959 Symposium of a sailplane that could remain aloft indefinitely inspired Bruce Carmichael to investigate the "Possibility of One Foot per Second Sinking Speed."

Two experts in the field of mountain waves are on the agenda. Duke Mancuso will describe "Flying and Meteorological Aspects of Atmospheric Waves." Vic Saudek will call on his wide experience to give "Some Personal Comments on Sailplane Design."

Sterling Starr has done some design studies which have pointed to "Possible Performance Improvements for 1-23 Series Sailplanes."

Al Backstrom, who is now flying his laminar airfoil "Plank," will tell of his achievements with "A Different Approach to High Performance."

The Symposium will take place at the I.A.S. Building, 7660 Beverly Blvd., Los Angeles, at 9:00 A.M. on Saturday, September 16, 1961. There will be an entrance fee of one dollar to defray costs of renting the hall. All interested are urged to attend.

TOW PLANE HOOKS

A special subcommittee of the SSA Technical Committee has been formed to compile a lending library of FAA-approved glider towplane release hook installations. Since it will be starting practically from scratch, it will need the cooperation of anyone willing and in a position to help.

Basically, what is needed is a set

of information for each make and model of powerplane that has proven to be a satisfactory towplane. This information should include: a copy of the 337 covering the installation of the release hook; a drawing or set of drawings that completely defines all parts necessary for the installation so it can be duplicated by others; photographs, if possible; and a letter or permission from the owner of the aircraft giving others permission to copy the installation. If an approved installation is exactly copied there is no load testing involved and the FAA can approve it with no difficulty. If a new type installation is to be approved, a supplemental type certificate must be obtained which can become involved and costly.

This is an important service that SSA could provide because so often new or existing soaring operations are stymied because of the difficulty in getting an approved hook on an available airplane.

If you have a towplane and want to help other soaring enthusiasts, send the necessary information to the chairman of this subcommittee, Jack C. Devins, Box 43, Abington, Pa.

GLIDER PILOT EXAMINERS

The FAA has recently advised their inspectors that additional glider pilot examiners may be designated to provide reasonable pilot flight testing service in gliders. FAA inspectors will consider the recommendations of officers of the Soaring Society of America and other