

of September and new members are still being signed up.

With another Skylark 4 due any time now rumours are already flying around about new ships on order for delivery next year. These include an Italian M-100S and the new 15-metre Slingsby machine. There is also talk of a P-51-D-25-NA whatever that is. However as it has an engine, and is not particularly suitable for towing, I probably shouldn't have even mentioned it.

By the time this is published it will be "Snowbird" time again, so I will close by saying "See you at Elmira."

JOHN A. KELLEY

### **Windsor Soaring Council c/o Windsor Flying Club Drawer 367 Walkerville, Ont. An SAC Member Club**

Since our first organizational meeting in Oct., 1961, we have made gradual but definite progress. The donation of a used truck by a local dairy, which we promptly converted to a winch, started us off on a sound footing.

In May of 1962 we purchased a 2-22C kit and test flew it in February of this year on the Brantford field. As this ship lifted into the blue our problems seemed to float away also. However we were not able to begin operations at our present field near Tilbury until July. But with the encouragement from our genial president, Timo Siimes, and the persistent prodding of our hard-working V-P, Henry Herdegen, we have up to the present logged 600 take-offs. C.F.I. Dushan Toshich and assistant instructor Timo Siimes have produced five solo pilots.

Early this summer one of our members, Hans Berg, purchased a Grunau Baby from the Queens Gliding Club and made a 35-mile flight but without a barograph. Henry Preiss has just tested his HP-11 on which he has been labouring fervently since last summer.

We have 23 members at present but with the spectator interest our gliding fostered this summer we are looking for a generous increase in membership. Our field location between highways 2 and 401 threatened to block both thoroughfares on several Sunday's and the spectator traffic onto the field has become a serious problem, especially with the winch cable. We will have to campaign for enlistment of sign painters as members.

You will be hearing more from us in the future. May I extend, on behalf of the Windsor Soaring Council, a hearty welcome to all soaring enthusiasts who are travelling in our vicinity. Anyone at the Windsor Flying Club lounge at the Windsor Airport will direct you to us.

MERT MUSSELMAN



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## **REPORT ON NAA DIRECTORS' AND MEMBERSHIP MEETINGS**

by WILLIAM S. IVANS

The National Aeronautic Association meetings were held September 21-22, 1963, in the Hotel Skirvin, Oklahoma City. Attendance was disappointing; a quorum of Directors was barely obtained, and only a few dozen of the nearly 7000 members of NAA attended the Annual Meeting.

President Martin Decker served as chairman of the meetings. SSA was represented by W. S. Ivans, President, and John Ryan, Vice-President and member of the Executive Committee.

A long discussion of finances occupied much of the NAA Board Meeting on September 21st. It was made evident that the NAA programs of the past few years have by no means been self-sustaining. Membership dues income has been below expectations; there has been a slight decrease in total membership of NAA in the year just past. Revenue from corporate memberships and donations has been less than predicted, also. A steady erosion of total assets has taken place, despite donations of considerable magnitude by NAA officers.

Plans to raise NAA income and trim expenditures were formulated in mid-1963. One feature of the income plan was to require NAA membership by all Division and Affiliate members, with a fixed annual fee per member of \$1.25. Subscription to the NAA magazine and other benefits would be optional. This plan was explained at the SSA Board Meeting at Elmira, in July, by Mr. Ralph Whitener, Executive Director of NAA. Pros and cons were discussed, but action

was deferred until the September NAA Board Meeting here reported, at which all Divisions and Affiliates presented their reaction to the plan.

After considerable debate, the following compromise was reached: Annual Division and Affiliate dues would be increased from the present 250 dollars per year to 1000 dollars per year. There would be no compulsory NAA membership, but the need to support NAA through membership on a voluntary basis would be impressed upon all Divisional and Affiliate members. A new NAA membership fee of 5 dollars was established, which would include receiving the bimonthly NAA magazine. As an economy measure, the nominal travel insurance now offered with NAA membership will be discontinued. The position of NAA as the exclusive link between FAI and all U.S. sporting air activities was stressed, along with the expense incurred by NAA in fulfilling this function. The new fixed fee will be voted on by SSA Directors at the February, 1964, meeting, in Dallas.

At the Membership meeting on September 22nd, nine Directors were elected to three-year terms, including Paul F. Bikle, immediate past President of SSA. At the Directors' meeting which followed, officers of NAA for 1964 were chosen. They are Martin Decker, Chairman; William Ong, President; Joseph P. Adams, Senior Vice-President; Mrs. Arlene Davis, Secretary; Edward C. Sweeney, Treasurer; and William P. MacCracken, Jr., General Counsel.

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