



The SSA Directors who attended the annual mid-winter Board Meeting in Dallas last January 22nd and 23rd (with the exception of Ben Greene) are shown in this photo by E. J. Reeves. Front row, from left to right: Paul A. Schweizer, Ted Sharp, Sterling Starr, John Ryan and Tom Page. Second row: C. M. "Bud" Mears, Stephen duPont, William H. Coverdale, Jr., Paul Bikle, Richard E. Schreder, Harner Selvidge, Robert B. Smith, Floyd J. Sweet, Dave McNay. Back row: Bill Ivans, Robert Lee Moore, Dale S. May, Bernald S. Smith, Robert Klemmedson, J. C. "Red" Wright, E. J. "Speedy" Reeves, Miles Coverdale and Francis Compton.

A proposed amendment to the bylaws which would have raised annual dues by \$3.00 and included *Soaring* magazine as a membership benefit failed to gain enough support for adoption. Hence, *Soaring* will continue as an optional extra for members at \$3.00 per year. However, it was decided to allow members to purchase one-year, non-renewable gift subscriptions at \$3.00 for persons who have never been SSA Members.

Policies regarding SSA Chapters were clarified, emphasizing the obligation of the Chapters to collect and transmit to SSA the fees for subscriptions to *Soaring* for those of their members who desire to receive the magazine.

Another policy was clarified, also, that pertaining to display advertisements for new sailplanes in *Soaring* magazine. Such ads must indicate the manner in which the sailplane may be licensed in the U.S. at the time the ad is placed. In addition, the words "U.S. ATC applied for" may be included if the statement applies.

The rules for SSA Regional Soaring Championships were altered to define that a competition will be of at least five days scheduled duration, preferably consecutive days, but if no bids for such are received, then two weekends separated by not more than 120 days may be used if at least one of them is of three days duration. The two weekend events may be at different sites. The mandatory free-distance task requirement was eliminated for Regionals.

In response to a question from the FAI Gliding Committee (CVSM), "Is it still desirable to maintain the Standard Class as the promoter of a cheap, easy-

to-handle club glider?", the Directors decided to answer "No." The class had already served its purpose, and in view of this there should be no Standard Class in the World Championships." As a follow-up to that conviction it was then voted to eliminate from the U.S. Nationals and all other SSA-sanctioned contests, special recognition of Standard Class sailplane achievements.

A number of other actions pertaining to the Nationals were approved also. The number of entrants in the 1966 Nationals will be limited to five times the number of tow planes firmly committed and approved by the SSA Contest Board on March 30th. The appointment of Marshall Claybourn as the 1966 Competition Director was announced. Consideration was given to eliminating the mandatory free-distance-task requirement from the rules, but it was voted to retain it. Henceforth, to eliminate having pilots not eligible to be U.S. National Champion influence all scores, the best performance by a U.S. citizen, each contest day, will be awarded the 1000 points. If an alien does better he will be scored in excess of 1000 points, depending on his relative performance.

New rules were adopted, as follows:

"Sailplanes and pilots participating in SSA-sanctioned contests are prohibited from carrying gyros or other instruments permitting flight without visual reference to the ground. Pilots who violate this provision shall forfeit all points earned during the contest and be barred from further participation in that contest."

"2. 1.7 Beginning in 1967, if entrants to the U.S. National Soaring Championship must be restricted because of lack of facilities, priority for admission will be in the following order for all citizens of the U.S. and Canada and aliens normally resident in the U.S. who hold the Gold badge distance leg:

## Historical Notes

Encouraged by his success le Bris decided to continue, but using a different launching system consisting of a great gallows from which the Albatross hung like a pendulum. Standing in his canoe facing the wind he got it oscillating like a swing; at the moment he reckoned the speed was enough to fly, he released the Albatross; unfortunately, the glider was still stalled, and it pitched nose down, hitting the ground before leBris had gained control of any sort. The pilot was taken from the debris with a broken leg, cuts and bruises.

— THE STORY OF GLIDING

## Quotable Quotes

Soaring has made notable contributions to meteorology. For example, sailplanes have been used for systematic research probing of thunderstorms and mountain waves, with results that have made flying safer for all pilots because of their findings. Many a power pilot has gained considerable weather knowledge through glider training and experience.

— SOARING WEATHER, U.S. Gov. Printing Office