

CODE NO.	TYPE AND REEL SIZE	RUNNING TIME	TITLE & DESCRIPTION	BOOKING FEE
SD-16-6012	B&W on 3 1200 ft. reels	83.8 min.	"D-Z Normandy." A striking story of the complete logistic conduct of the troop-carrying glider operation in the invasion of the Normandy beachhead. The film covers the pre-invasion practice operations in England as well as the actual invasion, and finally analyzes the results of the operation. U.S. Air Force.	\$9.50
SD-16-7009	Color on 400 ft. reel	10.4 min.	"Fog and Low Stratus Clouds." Explains upslope fog, frontal system fogs and the formation of low stratus clouds as aviation hazards. U.S. Navy.	\$3.00
SD-16-7010	Color on 800 ft. reel	16.5 min.	"Aufwind Jaeger Unterwegs," or "Air-Current Hunters On The Go." A superb color film on soaring at Samaden, Switzerland, featuring Moswey sailplanes flying high on the Alps Mountains. Sound track has German narration with music background. Produced by Schwarz Filmtechnik for Swissair.	\$8.00
SD-16-7011	Color on 800 ft. reel	19.9 min.	"Segelflieger Im Wettkampf." A film sponsored by Swissair covering activities at the World Gliding Championships held at Camphill, England, in 1954. Sound track narration is in German. Title literally means "Sailplane Pilots in a Wet Encampment," because of the rainy weather throughout this Meet. Produced by Condor Films.	\$8.00
SD-16-7012	Color on 800 ft. reel	17.4 min.	"Whispering Wings." An excellent film on soaring in South African areas along with birds native to the areas. Pilot of the sailplane is Rene Comte of Switzerland. Narration is in English.	\$7.50
SD-16-7013	Color on 800 ft. reel	17.0 min.	"Operation Sailplane." An amusing, imaginative story of what a soaring club operation might be like. Filmed in 1956 in cooperation with members of the Pittsburgh Soaring Association at their soaring site near Zelenople, Penna. Produced by Richard Huppertz.	\$4.00

In Code Number, SL indicates silent film, SD sound; 8 and 16 refer to film size in mm.

All requests pertaining to the films or to the operation of the Library should be directed to SSA Photographic Library, c/o W. B. Hasuler, 67 Fisher Road, Rochester 11, N.Y.

IMPORTANT NOTICE TO RECORD SEEKERS

A revised edition of the FAI Sporting Code, Section 3, Class D, is now available and must be obtained by all pilots planning record attempts. Application forms should also be obtained in advance. Request from Bertha M. Ryan, Chairman, SSA Record Homologation Subcommittee, 1115 West Ave. J-14, Lancaster, California.

Pilots are expected to read the regulations *before* any record attempts. If any questions develop they should be cleared with the committee chairman *before* the flights. It is urged also that supervising SSA Official Observers study the Sporting Code.

There have in the past been some misunderstandings of the interpretations of the Sporting Code. NAA has made it clear that the Code itself must be strictly complied with in all future record attempts. The chief misunderstanding in the recent past has concerned barographs. A sealed barograph must be carried on all record attempts. It is recommended that the tow plane also carry a barograph but if it does not, the sailplane must dive sufficiently after release to insure

that a low point is recorded on the sailplane barogram.

The Sporting Code states unmistakably that the barograph carried on a record attempt must be calibrated immediately *after* the flight by an *approved* calibration lab. No record attempt will be certified unless the postflight calibration of the barograph is accomplished as specified in the Sporting Code. There are at present three approved calibration labs in the United States. For the names of these labs and possible approval of a lab in your area, consult the above named subcommittee chairman.

The approved photographic procedure for the identification of turn points is thoroughly described in the March-April, 1957, issue of *Soaring*, p. 13. The most abused aspects of this procedure are the following: (1) Failure to take the photographs from the *outside* of the turn points. (2) Failure to preserve the *uncut* negatives. The prints are for convenience only; they have no documentation value. (3) Failure to have the SSA Official Observer *sign* the printed notice photographed at the beginning of the series.

A description of methods for use in speed records appeared in the July-August, 1956, issue of *Soaring*, p. 10. It is expected in the near future that two more clarifying articles will appear on distance and altitude records.



Photo by Lloyd M. Licher

The GW-1 sailplane, designed and built by Gene Whigham of San Diego, Calif. It is of all-metal construction with a fiberglass nose. The wing is of constant chord with a span of 40', area of 100 sq. ft., AR of 16, 25% chord flaps extending over 55% of the span, and a NACA 23018 airfoil. Empty weight is 340 lb. and max. gross weight is 580 lb.