

Soaring

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WITH the passing of the winter months and the approach of spring and early summer, we see again the return of the migratory birds. From far and wide they come back to the same haunts of former years. At Elmira, where for months the hills have been swept by wintry blasts, we now see the fresh green leaves stirred by summer breezes which are helping to keep aloft quite a different sort of migratory flyer.

YEAR after year, in ever increasing numbers, come these wood and metal birds to their summer roosting on Harris Hill. This year we have assembled not only a greater number of sailplanes and gliders than ever before, but also by far the largest variety of different types. These include interesting new two-seaters and the first all-metal gliders, the construction of which has been spurred on by our design competition for the substantial cash prizes donated by Mrs. Eaton.

OTHER donations obtained by the Society for performance flights and the points award system, have resulted in greatly increased flying activity and scientific research. Instead of waiting for "ideal" conditions, the average pilot now takes off and soars, if there is the slightest chance of staying aloft.

THESE are definite contributions of the Soaring Society of America toward the promotion of the sport of gliding and soaring. However, valuable as they are, they do not begin to fill the needs of the movement nor answer the inquiries of those who wish to get started in motorless flight. Two of the most serious considerations are the problems of glider construction and operation. This month, the Society is completing two manuals and expects to have them published by the government as the authoritative works on these all important subjects.

THE question of how to obtain the different forms of pilots' licenses is explained on the opposite page. The more complex requirements of Approved Type Certificates and licenses for gliders and sailplanes are expected to be changed in accordance with the manual of glider construction. When this is published and the new regulations put into effect, we will publish this information in SOARING.

THERE remains another vital question which is puzzling many enthusiastic would-be glider pilots and that is, the problem of how to organize and run a club and the probable cost. The article on the successful operation of the University of Michigan Glider Club in the June issue is the beginning of a series of articles on club organization and operation. In future issues we will publish a plan of club organization and operation based on actual experience. It is our aim and purpose to show to our air-minded American youth the way to get into the air in as practical, safe and enjoyable a manner as possible.

ALL over the country there are many thousands of enthusiasts who have not had an opportunity to take up gliding and soaring and their attention is now focused on the National Soaring Contest at Elmira. It is our hope and expectation that this year will see some really outstanding and spectacular performances. It is no less our hope that in the keen competitive spirit that will hold sway during the Contest, there will be that sportsmanlike comradeship which goes so far toward making the meet more enjoyable to all, as well as helping to convert others to this most fascinating of all sports.