

# S. S. A. Executive News

## AN OPEN LETTER

TO THE DIRECTORS OF THE  
ELMIRA AREA SOARING  
CORPORATION:

Gentlemen:

At our organization meeting held on August 25, it seems very little was accomplished other than the mere organization of the corporation. So much time was devoted to organizing the corporation and discussing the possibilities of holding an International Contest that I was unable to explain the Soaring Society's attitude toward the formation of this corporation. As you may or may not realize, the Soaring Society of America has been operating during the year 1937 on a budget of \$14,000 as follows:

Magazine .....	\$5,000
General Manager's Salary and Office Maintenance .....	\$3,000
Prize Money in Conducting the Eighth Annual National Soar- ing Contest .....	\$6,000

Of this annual expense of \$14,000, it would seem that if anyone had benefited by it, the Elmira area had received a large portion of this value. The Soaring Society is on a far more substantial basis than it has been in past years. The continuation of the magazine budget for another year has already been guaranteed, as well as the continuation of the main office—a total sum of \$8,000. From these figures you can readily realize that the Soaring Society has and will, for at least another year, continue on a sound basis. I would like to point out that our membership in the past year has increased over 500%; that the number of ships that came to the Contest this year was nearly double that of any previous year; and, in addition to this, the quality of the planes entered was, in general, much improved over those of previous years. With this in mind, together with the fact that we have done much toward putting soaring on a firm, sane, foundation in drawing up regulations and licensing requirements with the Bureau of Air Commerce, we hope that all directors in this corporation will respect the Soaring Society of America as much as it is respected Nationally.

Since the first Soaring Contest was held in Elmira, there has been steady improvement and development in the art of soaring. It has been found that it is no longer necessary to look for a suitable slope facing into a prevailing wind in order to soar. This has been well demonstrated both here and abroad. Soaring demonstrations carried on in connection with the 1936 Olympics conclusively proved that soaring could be carried on nearly anywhere, so long as facilities were provided by which sailplanes could get into the air. Jack O'Meara made a three and one-half hour soaring flight from an auto tow launching from the Municipal Airport in Miami. Paul duPont and I each made flights of the same nature lasting up to an hour in duration. Dick Randolph made a forty-three mile distance flight in a utility glider from Akron, Ohio, and innumerable soaring flights

have been made from winch launchings conducted at airports in England. In fact, one glider group, which was located at an airport in England, applied for government subsidy claiming that the location met all the necessary requirements to obtain that subsidy. Peter Riedel's seven and one-half hour duration flight over New York City and flights conducted on three consecutive days, demonstrated that soaring could be done in the metropolitan area of New York. From these statistics you can deduce that it is perfectly possible, and in fact quite probable, that National soaring contests will not be entirely tied down to the old type of soaring site.

As President of the Soaring Society of America, I believe that the National Soaring Contest should not be bound to any one location any more than the National Air Races have been tied to any one location. I believe that it is rapidly becoming a matter of what community can best finance these contests so that they can be made as large as possible and at the same time be carried on in a safe and well conducted manner.

The reason I am writing you this is to bring forth the point that as President of the Soaring Society of America, my interests are entirely in developing the organization in its National aspects. As President of the Elmira Area Soaring Corporation, I am interested in developing soaring only in the area of Elmira, but in like manner I would be willing, wherever possible, to accept a similar position for the development of soaring in any other community. I frankly believe, after having visited some of the principal soaring centers of Germany, that Elmira can be made to remain one of the soaring centers of America.

There is little doubt in my mind as the soaring movement progresses in this country, that there will be more demand for a soaring school. We frequently have inquiries as to where one can receive glider training. Our earlier replies gave little satisfaction, but more recently we have been able to refer them to the Clark Glider School. For preliminary soaring training, it is still desirable to use the old type of soaring site, and there are few I know of topographically much better than the Harris Hill site. With the construction work that has already been done

there, there is little question that it is the finest equipped soaring site in the United States. It would seem to me that, with the already going Aviation Ground School and the present facilities on Harris Hill, an effort should be made by this corporation to hold Elmira in the position of a National soaring center. In order to do this, I would suggest that attempts be made to carry out the Soaring Society's recommendations for improvements, the improvements being made in the order of importance that these recommendations were made. Firstly, the acquisition of the airport, and secondly, the construction of a spacious hangar, the basement of which can be heated and used as a repair shop, etcetera.

RICHARD C. DUPONT, *President*

Directors of the Elmira Area Soaring Corporation:

Mrs. Warren E. Eaton  
Dr. Karl O. Lange  
Mr. J. Arthur Mann  
Mr. William L. McGrath  
Mr. Oscar Monrad  
Mr. Melvin Reynolds  
Mr. Youston Sekella  
Mr. Lewin B. Barringer



## MAGAZINE ARTICLES

Recent articles on gliding and soaring in magazines that will be of interest to our readers are listed as follows: "Silent Wings", by Lewin B. Barringer, July 3rd *Saturday Evening Post* and October *Readers' Digest*; "The Longest Ridge Flight", by Lewin B. Barringer, July *Sailplane and Glider*; "Soaring Meet at Elmira", by William R. Enyard, August *National Aeronautics*; "Move Forward Carefully", by Alexis Dawydoff, August *Air Trails*; "Soaring—Elmira Glimpses", by S. Paul Johnston, August *Aviation*; "Without Benefit of Motors", by Hans Groenhoff, August *Sportsman Pilot*; "About Forming Clubs", by Alexis Dawydoff, September *Air Trails*; "Yachting in the Clouds", by Hans Groenhoff, September *Travel*; "Soaring Flight", by Lewin B. Barringer, September *American-German Review*; "Big Meadows Glider Site", by Donald Hamilton, *Shenandoah National Park Travelogue*; "Figures and Comments", by Lewin B. Barringer, October *Air Trails*; "The Elmira Meet", by Alexis Dawydoff, October *Air Trails*.

Next month we will publish a list of books and pamphlets on gliding and soaring published in recent years.

## CLASSIFIED

WANTED: Irving thin-pack back-type pongee or silk parachute. State age, condition and price. Write Amos Wood, 1638 Palm Avenue, Seattle, Washington.

FOR SALE: Sailplane, "Westpreussen". Price includes airspeed, variometer, altimeter and completely covered trailer, \$600.00. F.O.B. Wayne, Michigan. Pictures upon request. Arthur Rahn, 35620 Farragut, Wayne, Michigan.

FOR SALE: Rhönbuzzard High Performance Sailplane. Manufactured in Germany. Write or wire Elmira Association of Commerce, Elmira, N. Y.

## Editor's Note

Word has reached us that a number of members have not been receiving their copies of SOARING regularly. We would appreciate it if all those to whom this applies would get in touch with us as we are very anxious to straighten out such matters immediately. Upon investigation of similar cases, it was found that letters containing membership dues, as well as magazines, had been lost in the mail.